

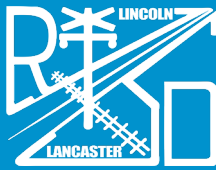


CORNHUSKER HIGHWAY

CORRIDOR ENHANCEMENT PLAN

December 21, 2020

RAILROAD TRANSPORTATION SAFETY DISTRICT
CITY OF LINCOLN



The **Railroad Transportation Safety District**, or RTSD, is a political subdivision that was created by Nebraska Legislature in 1971. The cause for this legislation was an alarmingly high rate of fatalities in train-to-vehicle/pedestrian collisions. The RTSD provides funding for railroad safety-related projects throughout Lincoln and Lancaster County, including the North 33rd and Cornhusker project discussed in this Subarea Plan.

The Lincoln/Lancaster County RTSD identifies crossings in need of improvements, prioritizes projects, and conducts studies to plan future work. For more information, visit Lincoln.ne.gov keyword-RTSD.

ACKNOWLEDGMENTS

Thank you to all participants in the corridor enhancement planning process. Your time, technical expertise, and guidance was critical to developing the Cornhusker Highway Corridor Enhancement Plan.

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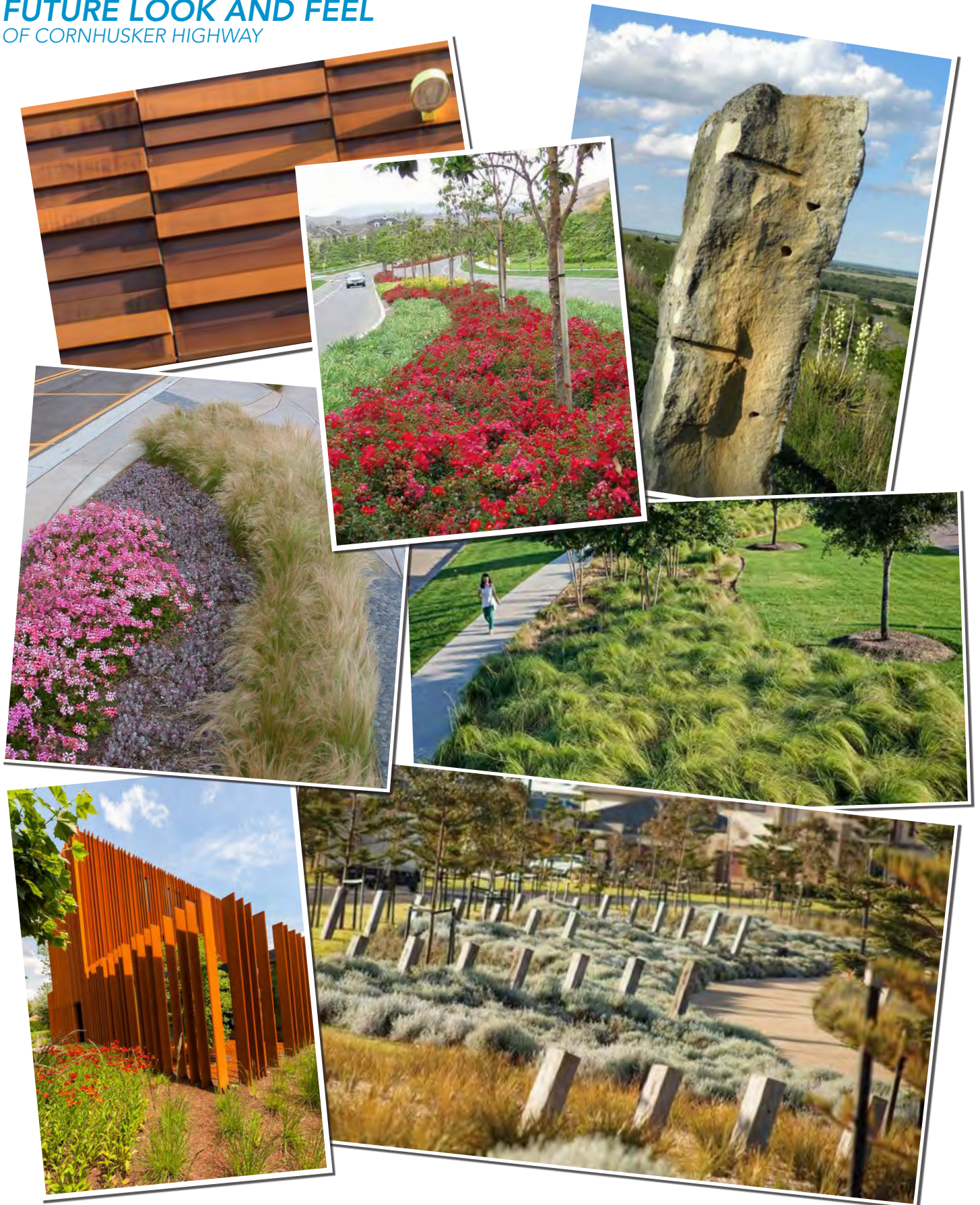
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FUTURE LOOK AND FEEL OF CORNHUSKER HIGHWAY



*Images to illustrate the envisioned future look and feel
of the Cornhusker Highway corridor*



Images of existing dated conditions along the Cornhusker Highway corridor

Section 1 INTRODUCTION

Communities are often defined by their commercial areas, and specifically commercial corridors. Without exception, Cornhusker Highway has played a vital and defining role for the City of Lincoln. Cornhusker Highway has been a major east/west commercial and industrial arterial corridor for decades. Through Northeast Lincoln, Cornhusker Highway functions as an industrial and auto-centric commercial corridor with a significant amount of truck traffic. A wide range of old and new commercial buildings that cater to motorists (hotels, gas stations, and fast food restaurants) and the corridor's light industrial uses are befitting given the proximity to major industrial infrastructure, such as railroads and Interstates 180 and 80.

Over time, as development patterns and preferences changed, Cornhusker Highway became less desirable to potential retailers and developers due to the corridor's dated development styles. To combat this reality, the City of Lincoln and the Railroad Transportation Safety District (RTSD) undertook a subarea planning process as the first step toward revitalization for the North 33rd and Cornhusker subarea, through which Cornhusker Highway runs. As part of the revitalization strategy, the Cornhusker Highway Corridor Enhancement Plan (CEP) provides an overview of how updated lighting, landscaping, pedestrian amenities, and other streetscape enhancements could address the desired updates for the Cornhusker Highway corridor, from North 11th Street to North 56th Street.

This CEP is a supplement to the North 33rd and Cornhusker Subarea Plan and is overseen by the city, but is strictly a guide for potential future improvements. Both documents should be reviewed in concert to best understand the vision for the Cornhusker Highway corridor and the North 33rd and Cornhusker subarea.

PURPOSE

At its simplest level, the purpose of this document is to detail the vision of a revitalized Cornhusker Highway corridor. This CEP documents the overall look and feel of the streetscape that is envisioned for this area of Lincoln. This document also serves as a starting point for the development community and property owners to see what is envisioned along the corridor and begin to align the quality of their development and improvements with the standard of quality within the public right-of-way. The CEP is meant to open the door to the future aesthetics of the corridor. This is a critical move because appearance matters to the success of commercial corridors. Outlining ideas of how to rectify visible signs of physical degradation and less-than-adequate landscaping and pedestrian amenities are key to the successful revitalization of Cornhusker Highway.

This CEP presents a coherent system of public streetscape improvements that will work to increase the amount of landscaped space, enhance circulation, and accommodate all modes of transportation along and around Cornhusker Highway. The strategies included in the streetscape plan, when implemented in concert with each other, will create a more accessible and modern highway.

The CEP is inspired by and aims to embody the five guiding principles (shown in the graphic below) established during the North 33rd and Cornhusker subarea planning process. While the exact description and applicability of the guiding principles may change when in reference to the entire Cornhusker Highway corridor, the need for enhanced safety, connectivity, economic sustainability, a clear identity and quality of life, and environmental sustainability remains.

DOCUMENT ORGANIZATION AND USAGE

This document includes four sections. *Section 1 Introduction* details the boundary of the CEP, as well as the purpose of the document. *Section 2 Stakeholder Engagement* describes the Cornhusker Highway Corridor Enhancement Plan charrette and its findings. *Section 3 Cornhusker Highway Enhancement Plan* presents the streetscape plan details regarding gateways and key intersections, pedestrian networks and amenities, utilities, screening and buffers, hardscape and landscape palettes, wayfinding, and lighting concepts. *Section 4 Next Steps* details the path toward implementation. The accompanying subsections provide graphics, images, and text to describe the various elements of the CEP.

This document includes precedent imagery from around the United States to illustrate specific streetscape design principles. The images are intended to illustrate only those principles referenced in the adjacent text and/or the caption; they do not necessarily illustrate enhancements that will be appropriate in every context along Cornhusker Highway. A **green** plus sign by an image denotes positive features to be integrated throughout the corridor. The **navy** minus sign by an image signifies qualities that are to be avoided along Cornhusker Highway.

NORTH 33RD AND CORNHUSKER SUBAREA GUIDING PRINCIPLES



SAFETY

All modes of transportation need a safe and efficient transportation network that (1) optimizes circulation and traffic flow effectively decreasing traffic congestion and (2) minimizes conflict points among pedestrians, bicyclists, buses, automobiles, and rail. Cornhusker Highway specifically should be highly accessible and inviting.



CONNECTIVITY

The subarea should be both internally and externally connected. Internally, clear and safe multimodal connections among primary roadways, neighborhoods, and destinations should be present and accessible. Externally, the subarea should be clearly connected to other areas of Lincoln, including the UNL East Campus, downtown Lincoln, and more through all modes of transportation.



ECONOMIC SUSTAINABILITY

A balance must be struck between elevating the subarea's market potential and encouraging reinvestment by private property owners and businesses. Long-term economic sustainability must be secured for local property owners, businesses, and the community as a whole, which will require a mixture of development and redevelopment.



IDENTITY AND QUALITY OF LIFE

A welcoming, distinctive, and cohesive environment with an improved streetscape, building architecture, site development, and branding elements for the subarea should be developed. Quality of life should be enhanced through passive and active recreational opportunities, capitalizing on the existing trail network, Salt Creek, and open space.



ENVIRONMENTAL SUSTAINABILITY

The subarea's environmental resources should be responsibly managed through a balance of preservation and environmentally sustainable retrofitting/redevelopment, site development techniques, and public infrastructure.

LOCATION

The boundary for this streetscape plan, as shown in Figure 1.1, follows Cornhusker Highway from its intersection with North 11th Street (western most point of corridor) to its intersection with North 56th Street (eastern most point of the corridor). The boundary extends for approximately four miles along Cornhusker Highway. The detailed text and graphics in *Section 3 Cornhusker Highway Enhancement Plan* apply only to the right-of-way along this stretch of Cornhusker Highway, as a guide. Private property design guidelines for the properties adjacent to Cornhusker Highway are recommended and described in *Section 4 Next Steps*.

It is important to note that Figure 1.1 is assuming the existing roadway network - not the updated roadway network proposed in the North 33rd and Cornhusker Subarea Plan. Other graphics within this CEP assume construction of the proposed roadway network to illustrate the future enhancements desired along Cornhusker Highway.

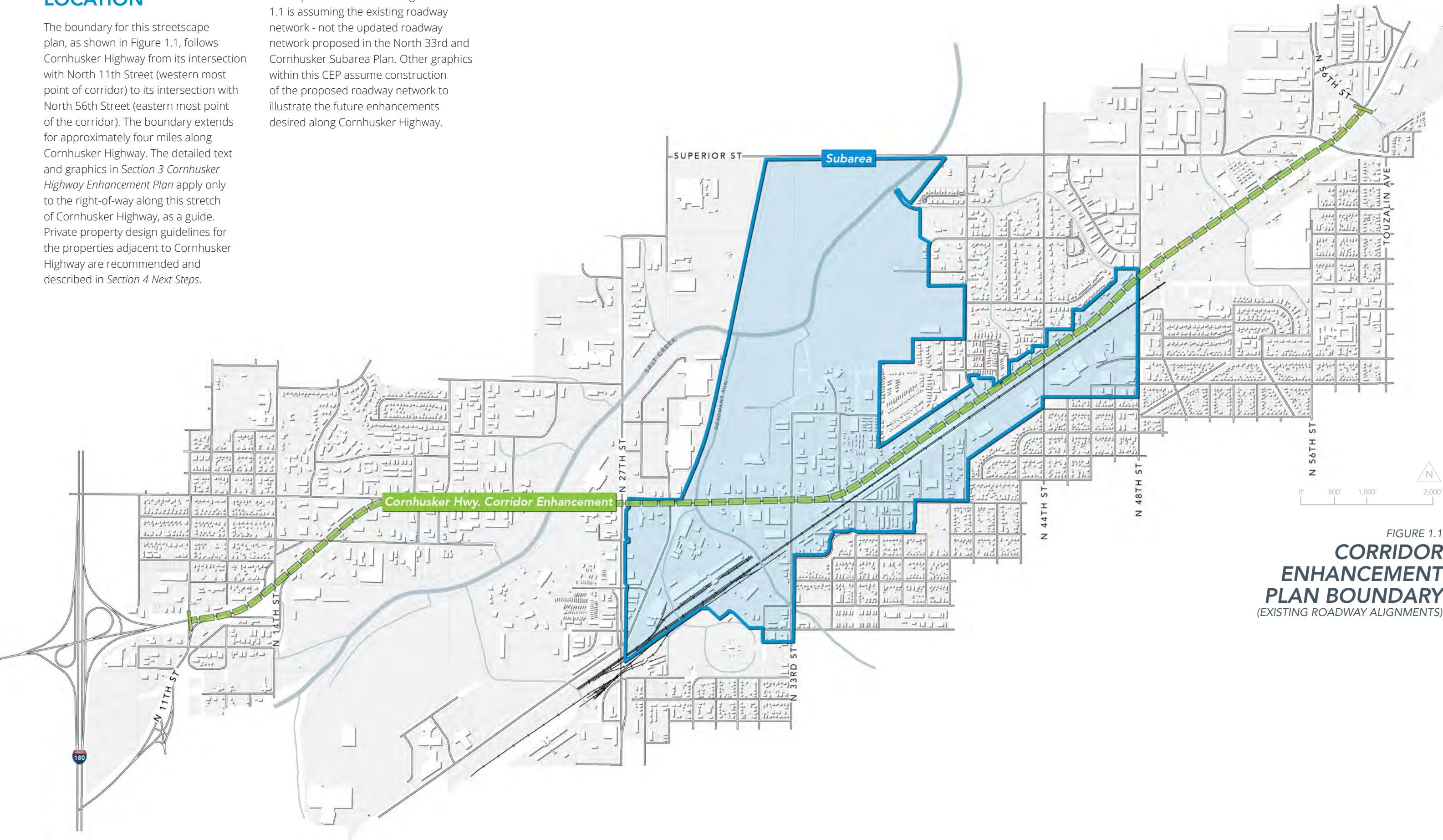


FIGURE 1.1
**CORRIDOR
ENHANCEMENT
PLAN BOUNDARY**
(EXISTING ROADWAY ALIGNMENTS)

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Images of the Advisory Committee and project team reviewing concepts generated during the Cornhusker Highway Corridor Enhancement Plan charrette

Section 2

STAKEHOLDER ENGAGEMENT

Meaningful public engagement lies at the heart of every successful planning effort. At its most basic level, engagement is a conversation between one group of people that has the technical knowledge to help problem solve and another group of people that has the on-the-ground real world knowledge of a place. The conversation must be collaborative in nature, engaging, personal, and involve much listening. In the end, a strong plan is developed with the community, not just for it.

Like the North 33rd and Cornhusker subarea planning process, the Advisory Committee met again over a two-day period for the Cornhusker Highway Corridor Enhancement Plan charrette. The Advisory Committee and the project team took a “deep dive” into the aesthetics and quality of life along the Cornhusker Highway corridor. Over these two days, the project team developed multiple enhancement concepts that were then fully vetted by the Advisory Committee. The following section summarizes the charrette process and its outcomes. It is from the charrette’s findings and outcomes that the recommendations in the CEP were developed.

WHAT'S THE PURPOSE OF A CHARRETTE?

1 ASSEMBLE

Assemble key decision makers, such as city staff, elected officials, business owners, real estate developers, neighborhood associations, etc.

2 COLLABORATE

Collaborate with the decision makers in information sharing about the corridor, iterative improvement concepts, and feedback and revisions.

3 FINETUNE

Finetune the corridor enhancement plan concept through strategic conversations with stakeholders, the city, and involved agencies.

4 CREATE

Create a community-driven, realistic plan, grounded in reality.

CHARRETTE OVERVIEW AND PROCESS

Before a vision can be cast for a corridor's appearance, it is important to meet with the corridor's stakeholders to (1) ensure a clear understanding of their desires for the future of the corridor; (2) to gather local knowledge related to the issues and opportunities within the corridor; and (3) to build consensus around a preferred design and its elements. As an integral step in the Cornhusker Highway corridor enhancement planning process, a charrette was held by the project team from June 6-7, 2018 at the Nebraska Innovation Campus.

A charrette is an efficient way to narrow in on a preferred enhancement concept, as determined by stakeholders. Over this two-day period, the project team met multiple times with the Advisory Committee (stakeholders who are members of the public) and the Client Team (city staff, involved agencies, and infrastructure partners) to gather insight into their overall vision for the corridor, the issues and opportunities facing the corridor, and programming and design preferences.

In addition to engaging the Client Team and Advisory Committee, an invitation letter was also sent to 237 property owners/occupants adjacent to the Corridor Enhancement Plan boundary sharing details about the planning process and asking for their participation in the charrette. Four additional owners/occupants attended at least one of the charrette sessions.

Between each session with the Advisory Committee and the Client Team, the project team was able to digest the information, summarize the feedback, and/or alter the concepts according to feedback received.

The charrette process allowed the project team to engage the stakeholders and achieve the following goals:

- Clarify key issues and opportunities along the corridor
- Explore various corridor enhancement plan concepts and associated elements
- Narrow concepts through prioritization exercises and consensus building



The image above of existing Cornhusker Highway conditions shows the following: (1) Large open space on corner of major intersection; (2) no screening of car lot; (3) dated billboard; (4) dated pole signs; and (5) overhead utility lines.



The image above of existing Cornhusker Highway conditions shows the following: (1) Gravel present; (2) double wide billboard; and (3) unmaintained landscaping/groundcover.

Day One

The charrette began with a presentation detailing the charrette's purpose and process, a presentation of the windshield survey of the corridor, and a review of the related aesthetics and quality of life findings from the North 33rd and Cornhusker Subarea Plan charrette. A selection of slides and the commentary shared for each slide is provided below.

The findings from the Subarea Plan charrette included a prioritized list of issues related to aesthetics and quality of life in the subarea. The project team presented those findings to (1) provide a starting point for the conversation and (2) to confirm that the subarea's aesthetics and quality of life issues also applied to the corridor. The prioritized list of issues included the following:

- Salvage yards
- Lack of green space
- Dated appearance of buildings
- Fragmented uses
- Lack of organization
- Lack of pedestrian and bicycle infrastructure and direct/safe connections
- Missing recreational uses
- Missing usable open green space
- Missing grocery and medical uses

The prioritized list of opportunities included the following:

- Increased amenities (e.g., community center, grocery store, and recreational facilities)
- Improved aesthetics for streetscape and buildings
- Aesthetic enhancements with a personality, warmth, and vibrancy
- Increased property values
- More infrastructure and safe and direct connections for pedestrians and bicycles
- Open green space, parks, and linear parks
- Passive and active recreational opportunities; connection to Antelope Valley
- A destination within the subarea

- Cleaned up and organized industrial uses
- Safe railroad crossings for all motorized and non-motorized transportation
- Salt Creek as an amenity

The rest of day one allowed time for the project team to begin sketching and diagramming.

Day Two

To begin day two, the project team presented the sketches from the previous day's studio sessions. The Advisory Committee was asked to provide feedback on the initial concepts. The primary activity scheduled for the day was concept development. The project team had ample closed and open studio time to create and then refine streetscape, signage, and branding concepts.

To finish the day and wrap-up the charrette, the Advisory Committee returned for the final concept review session. The room was set-up in an open house format, allowing the stakeholders to walk through and provide feedback via comments on sticky notes at each of the stations. The stations were as follows:

- Theme
- Existing Conditions and Opportunities Diagram
- Connectivity Diagram
- Character Zones Diagram
- Enhancement Resources
- Streetscape Elements by Topic
- Integrated Landscape and Medians
- Gateway and Monumentation Families
- Cornhusker Highway Sections

The Charrette Findings section that follows details each of the stations listed above and provides a summary of the stakeholders' comments.

CHARRETTE SCHEDULE

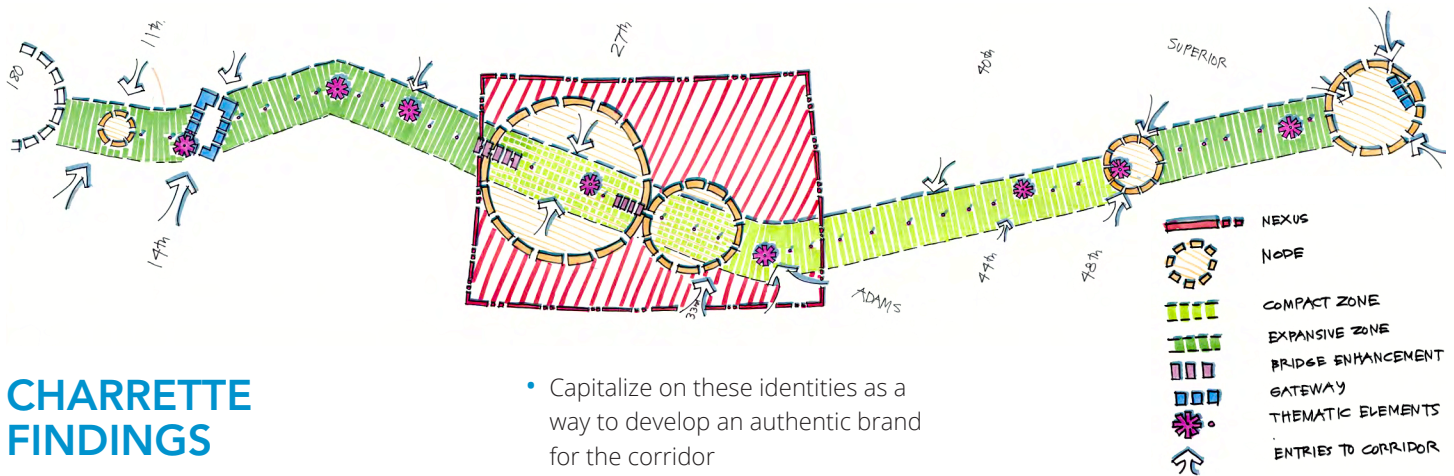
DAY ONE (JUNE 6, 2018)

8:00-9:00	Kick-off; Overview of Charrette Purpose and Expectations; Review of Aesthetics and Quality of Life Issues; Windshield Survey of Corridor Presentation
9:00-12:00	Open Studio (Diagramming, Themes, Elements, and Amenities)
1:00-5:00	Open Studio (Diagramming, Themes, Elements, and Amenities)

DAY TWO (JUNE 7, 2018)

8:30-9:30	Initial Review of Concepts
9:30-12:00	Open Studio (Refinement of Concepts for Streetscape, Amenities, Signage, and Branding)
1:00-4:30	Closed Studio (Refinement of Concepts for Streetscape, Amenities, Signage, and Branding)
4:30-6:00	Final Concept Review Session

Figure 2.1 Character Zones Diagram



CHARRETTE FINDINGS

Theme

The project team wrote out an approach to tackle the aesthetics and quality of life issues facing the Cornhusker Highway corridor. The stakeholders were asked to physically add, subtract, or edit the statements to further solidify the approach to corridor enhancement. The written approach included the following statements:

- Improve the quality of the physical environment
- Be honest about the character of the corridor and subarea
- Make a statement and welcome people into the corridor
- Reduce the disjointed character impact by using public spaces
- Acknowledge the importance of connectivity
- Create an identity
- Do not overbuild
- Be repetitive in elements to reinforce character and develop an understandable “language” of design
- Be able to maintain (it is difficult to overcome negative impression of unmaintained enhancements)
- Use what you are given
- Include aesthetics and connectivity in the North 33rd and Cornhusker railroad crossing elimination project
- Recognize the blue collar, “can do,” and hard working attitude and the business and industrial strengths of the corridor as a definer and point of community pride

- Capitalize on these identities as a way to develop an authentic brand for the corridor
- Recognize that “enhancement” does not mean wholesale change, but improvement and capitalizing on opportunities to realize meaningful and impactful change

Stakeholders largely agreed with the above-mentioned theme narrative, reiterating that Cornhusker Highway is a major entryway corridor into the city and provides a critical opportunity to make a statement. The importance of necessary pedestrian infrastructure along the corridor (sidewalks, walkable spaces, street trees for shade, etc.) was also restated. Caution was expressed to ensure that branding elements did not over-clutter the corridor, as this is an important transportation corridor that must maintain efficient travel flows.

Existing Conditions and Opportunities Diagram

The next station asked stakeholders to review a prepared existing conditions and opportunities diagram, record what existing items were not noted, and mark any additional opportunities for enhancement along the corridor.

The comments regarding existing items along the corridor focused on removing or mitigating unappealing fencing and cluttered auto sales lots and improving pedestrian connectivity at major intersections.

Potential enhancement opportunity areas focused on the Interstate 180 interchange, the grain elevators, and the North 27th Street, Adams Street, and North 56th Street intersections.

Character Zones Diagram

The next station asked stakeholders to review and comment on the character zones diagram developed by the project team. The diagram is shown above and details where enhancement items such as gateway features, thematic elements, nodes, and more should be concentrated. In general, the “compact zone” would feature fewer streetscape enhancements than the “expansive zone.”

Few comments were made on the character zones diagram; stakeholders largely agreed with the breakdown of streetscape enhancements. The stakeholders viewed North 14th Street as an important entry point to the corridor. As such, they desired enhancements to the North 14th Street bridge. As a general comment, the stakeholders would like to see enhancement efforts and resources concentrated at important nodes along the corridor.

Connectivity Diagram

The project team developed a connectivity diagram to show proposed linkages for transit users, pedestrians, and bicyclists. After reviewing the diagram, the stakeholders marked where additional connections should be made on the diagram. Those locations included:

- Pedestrian access along all of south side of Cornhusker Highway corridor
- John Dietrich Trail to Salt Creek Levee Trail
- Pedestrian/bicyclist crossing at North 33rd Street and Cornhusker Highway
- Optional pedestrian bridge at North 40th Street instead of North 44th Street
- Two way pedestrian/bike trail along entire corridor

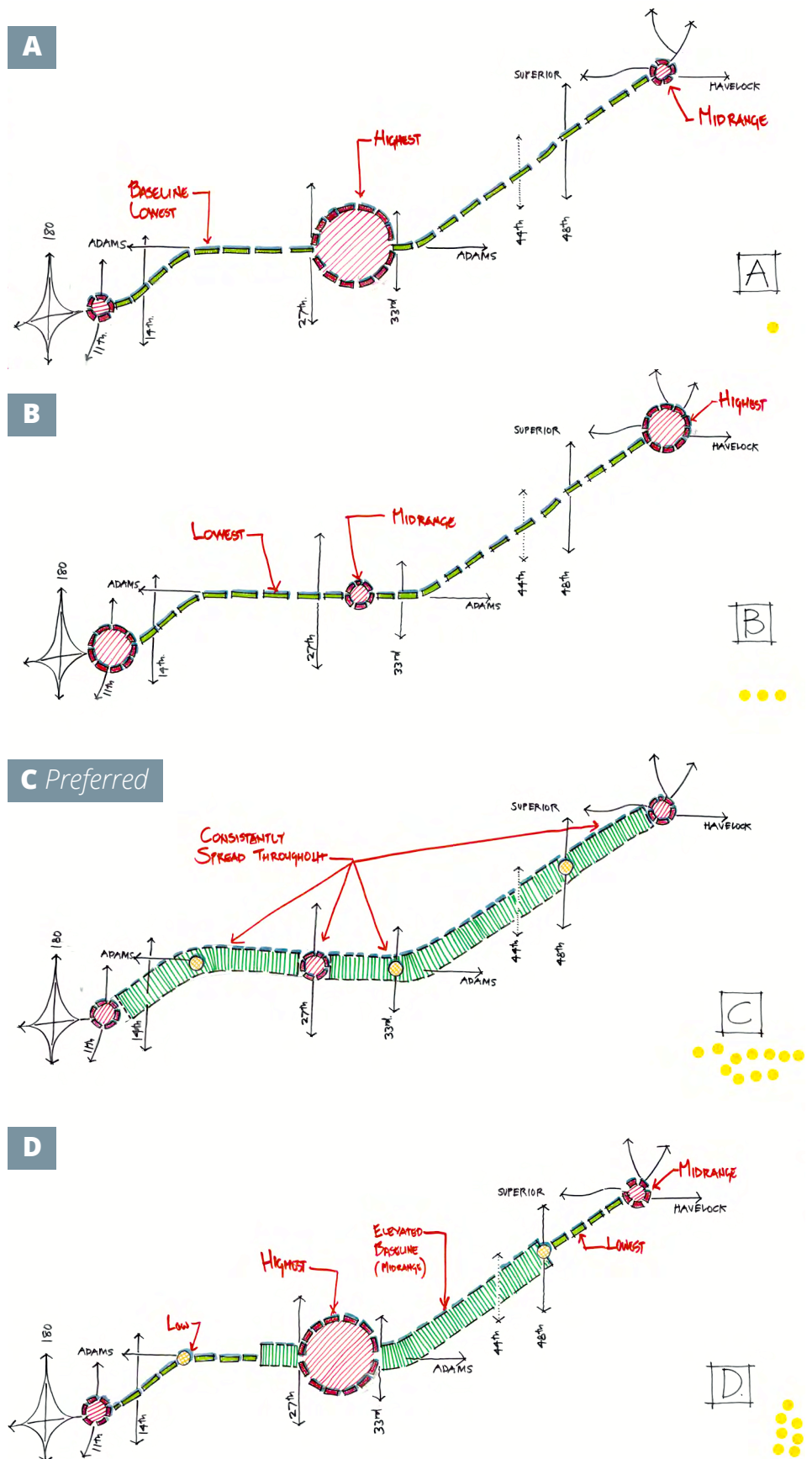
General connectivity comments included:

- Bus pullouts are an excellent idea!
- Consider access for public safety vehicles when designing pedestrian/ bicycle paths.
- Connect to/enhance existing bike facilities; do not create new ones.
- All cycle tracks should be two-way.
- Bus routes are needed in the eastern half of the corridor.

Enhancement Resources

Acknowledging the fact that resources are limited to construct and maintain streetscape enhancements along Cornhusker Highway, the project team asked stakeholders to review four different enhancement resources diagrams. Each diagram shown to the right provided a unique approach to where resources should be concentrated along the corridor. Stakeholders were asked to vote for their preferred enhancement resources diagram. Approach C was most preferred, (as indicated by the number of yellow dots) which represents a desire to spread the limited resources fairly evenly along the entire corridor, with limited differences between intersections/nodes.

Figure 2.2 Enhancement Resources Diagrams



Amenity and Enhancement Elements

To dive deeper into the details of the streetscape, the project team provided a written list of “approaches/recommendations” and “critical issues to address” for six different categories. **Stakeholders were asked to respond to these statements by placing a blue dot of support or red dot of disapproval on the statements, if they had an opinion either way.** Table 2.1 lists these statements and records the stakeholders’ responses.

Table 2.1 Amenity and Enhancement Elements

Approaches/ Recommendations			Critical Issues to Address		
<i>Monumentation, Branding, and Wayfinding</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
<ul style="list-style-type: none"> Identify key nodes for monumentation to mark important elements along the corridor Coordinate and blend gateway and monumentation approach. Combine multiple elements at monumentation locations Develop “families” of elements that reinforce hierarchy and classes of monumentation branding and gateways Develop “families” of elements with same and similar elements within a family to reinforce the look, character, branding, and connection along the corridor Include branding elements in monumentation wayfinding and gateways Develop brand (character elements, themes, and logo) Include more wayfinding to provide more information on key features, destinations, and locations at both vehicular and pedestrian scales 	0	3	<ul style="list-style-type: none"> Corridor is mostly devoid of monumentation and branding for “the area” Monumentation needs to be seen to be effective There can be too much monumentation There is some minor wayfinding around existing trails Elements need to be maintained Elements need to be cohesive or the elements may be confusing 	0	0
	0	2		0	1
	1	0		0	3
	0	3		0	2
	0	3		0	1
	0	4		0	0
	1	3			
	0	2			
	0	3			
<i>Gateways</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
<ul style="list-style-type: none"> Utilize bridges, overpasses, etc. to create natural gateway Add aesthetic enhancements to existing structures to reinforce gateway opportunities Combine multiple elements (landscape, hardscape, lighting, monumentation, signage, and branding) to reinforce the desired character at the gateways Big bang for buck Use vertical monumentation when overhead is not available Utilize classes (major, secondary, and tertiary) to help define entryways to corridor, district boundaries, and hierarchies/importance Combine with monumentation, branding, and wayfinding approach to create the “common thread” 	0	4	<ul style="list-style-type: none"> Presents an opportunity to welcome Psychological change when crossing thresholds Way to “district” and set boundaries Overhead gateways create a greater threshold moment Require upfront resources = higher cost and higher impact Feels “truer” when topography, uses, surroundings, and built environment reinforce feeling of gateways Can incorporate hardscape, landscape, lighting, branding, signage, and art at one location 	0	2
	1	2		0	0
	0	3		0	0
	0	2		1	0
	0	2		0	0
	1	1		0	0
	0	2		0	1
<i>Sidewalks, Trails, Crosswalks, and Ramps</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
<ul style="list-style-type: none"> Make room for sidewalks along and across Cornhusker Highway (may cause ripple effect on private property) Update and upgrade existing crosswalks Integrate both trail and sidewalk connections in the transportation plan Coordinate trail connections to overall trail plan Fill in missing sidewalks and trails to key nodes, attractions, services, and uses Accommodate transit stops and connect to sidewalks and trail systems New trail and sidewalk locations may NOT be located parallel to roads if there is a safer or more direct/usable route Improve overall accessibility 	0	5	<ul style="list-style-type: none"> Filling in gaps is important for a complete system Safe crossings are critical Needs to be consistent and in right place so it will be used Sidewalk widths are narrow Connect new trails to existing system Modify/coordinate new trails with future system Implement ADA ramps to enhance accessibility Lack of bike and pedestrian connections across Cornhusker Highway and railroad Crosswalks: Need clear path, refuge point, need enough time to cross, pedestrian activated 	0	1
	0	3		0	4
	0	3		0	2
	0	2		0	0
	0	5		0	1
	0	2		0	1
	0	4		0	0
	0	4		0	1
	0	4		0	1

Table 2.1 Amenity and Enhancement Elements (Continued)

Proposed Approach/ Recommendations			Critical Issues to Address		
<i>Property Signage</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
• Conversion to monument signs	2	0	• Visual clutter	0	0
• Reduction of allowable heights	1	3	• Taller and taller competing signs	0	0
• Develop signage incentive program to rehab/renovate/ change/remove existing outdated/dilapidated signs	0	9	• Age and upkeep	0	0
• Design guidelines to address redevelopment properties	1	4	• Dilapidation and blight	0	0
• Higher quality/more interesting signage (not just a rectangle)	2	0			
• Preservation of historic/high interest signage	5	4			
<i>Medians</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
• Paved	2	2	• Tough environment	0	1
• Paved with hardscape, signage, and art elements	0	2	• Highly visible	0	1
• Combination of simple “green” landscape and hardscape elements	0	6	• Snow storage	0	1
• Landscaped (various) beds (irrigated)	2	1	• Salt and ice melt	0	1
• Turf (irrigated)	3	0	• Splash zone	0	0
• Turf and trees (irrigated)	1	1	• Maintenance across	0	0
• Turf and trees (irrigated) and hardscape elements	1	0	• Can have very negative effect on people if not maintained	0	4
• Turf (irrigated) and hardscape elements	0	0	• Bang for buck (can see from both directions of travel)	0	0
• Raised (above curb height)	0	0	• Pedestrian refuge during crossing	0	1
• All curbs	1	0	• Can hide objectionable views	0	1
• Rain gardens/bioswales	1	8	• Can contain signage/branding/wayfinding/art	0	1
<i>Landscapes</i>	<i>Red</i>	<i>Blue</i>		<i>Red</i>	<i>Blue</i>
• Use turf to provide maintainable “green” areas	0	0	• Needs soil, water, sun, and nutrients	0	0
• Be able to maintain all installed landscapes	0	7	• Performance and health based on external factors	0	0
• Use trees to add filter layer between roadway and properties	4	3	• Requires maintenance	0	3
• Use landscapes as accent and visual refuge at nodes and critical locations	1	4	• Can have HUGE positive impact if healthy/maintained	0	3
• Edge conditions	2	0	• Can have HUGE negative impact if not healthy/ maintained	0	4
• Can be on edges and medians	1	2	• Accessible for maintenance	0	0
			• Irrigation maintenance	0	0
			• Dies - needs replacement	0	3

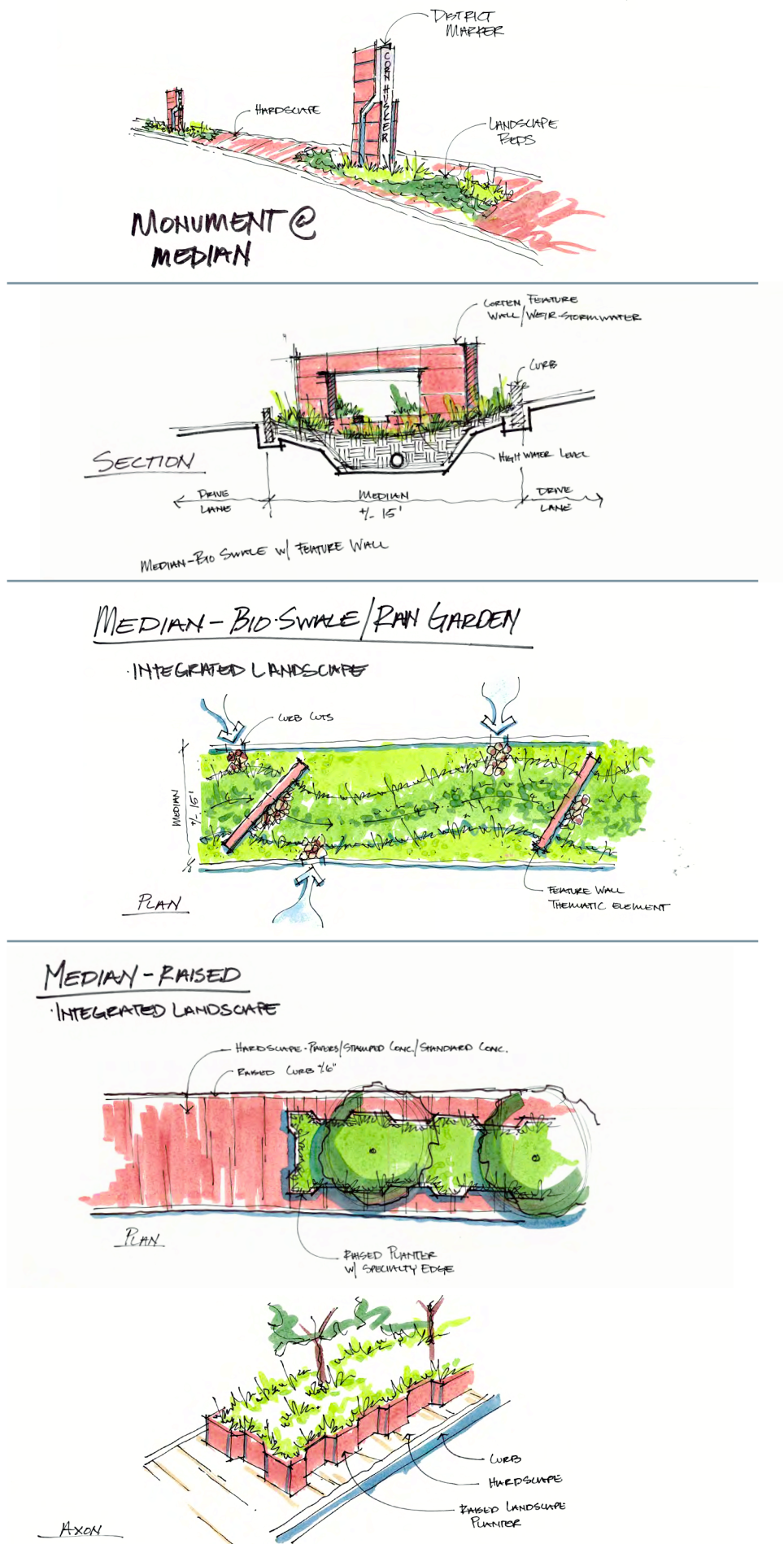
Integrated Landscapes and Medians

Similar to the Theme station, the project team wrote an approach on how to handle landscape and medians along the Cornhusker Highway corridor. The approach included the following statements.

- Use bioswales as a green alternative to turf, paved, and heavily landscaped medians. Use bioswales in areas wide enough to maintain and be beneficial. Bioswales are not a front door solution.
- Use hard paved areas at nodes of intersections, narrow areas, and to reduce overall maintenance in difficult areas or general burden. Paved areas should be enhanced with pavers, stamped concrete, and colors (not just gray concrete).
- Use planted medians at nodes, gateways, and critical moments - not throughout the corridor.
- Use low maintenance green mixture that requires occasional mowing, but has a high drought and urban condition tolerance.
- If you cannot irrigate planted medians and beds, use a different solution.

Stakeholders largely agreed that minimal maintenance for landscapes and medians along the corridor is necessary, and generally supported the written approach.

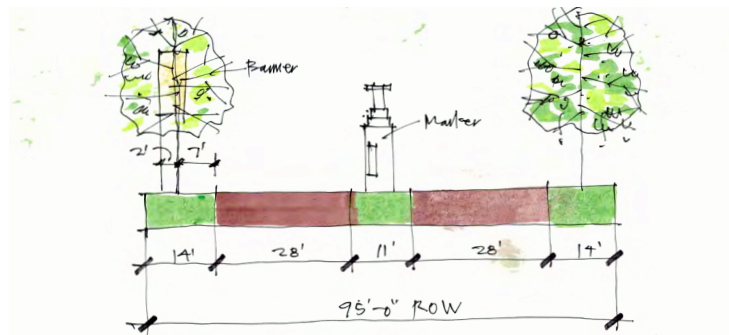
Figure 2.3 Conceptual Median Options



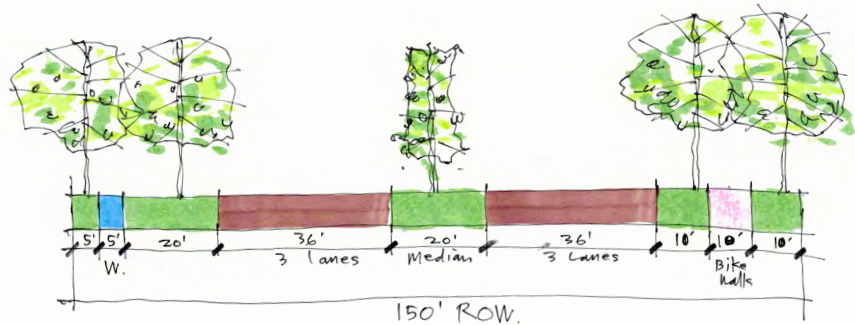
Cornhusker Highway Sections

To understand the stakeholders' preferred roadway layouts, the planning team provided a variety of Cornhusker Highway sections sketches to which the stakeholders could respond. The sections indicated how the varying available right-of-way widths could accommodate improvements such as multi-use paths, sidewalks, grass parkways, and landscape buffers. The future sections sketches are provided to the right.

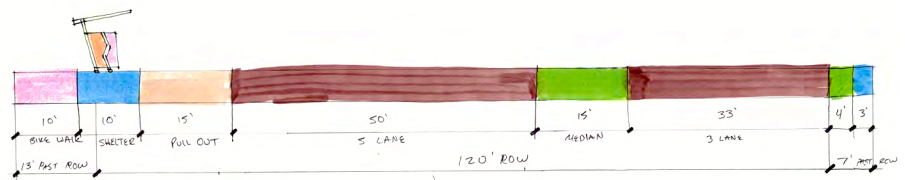
Figure 2.4 Future Cornhusker Highway Conceptual Sections



Existing Airport Corridor

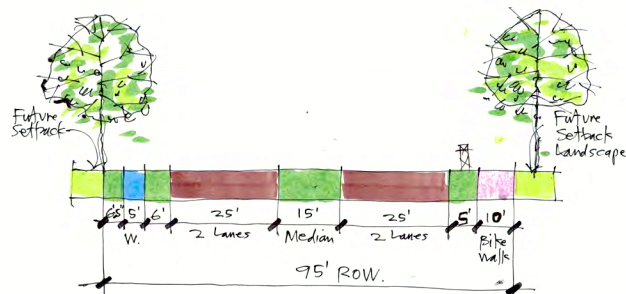


Future Champions Fun Center (East of North 14th Street)



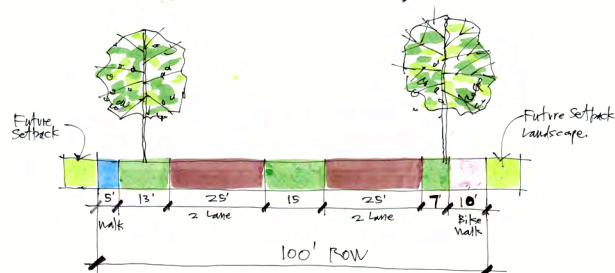
*This scenario requires 13' of private property

Future Northeast Corner of North 27th Street Intersection



*This requires 5' of private property

Future Lincoln Tent (West of North 40th Street)



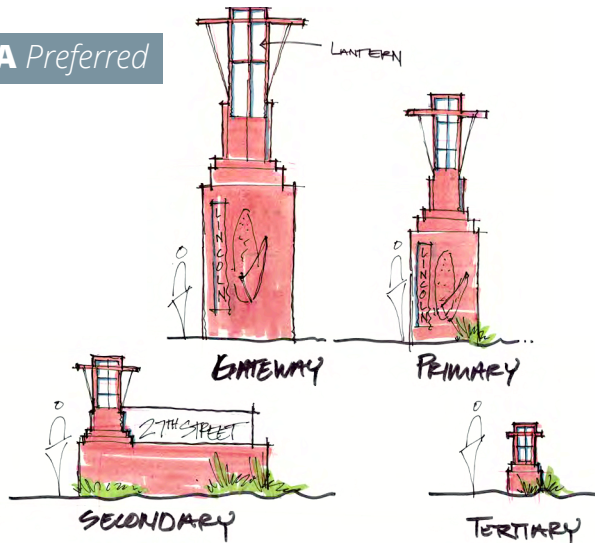
Future Oasis Inn (West of Havelock Avenue)

Gateway and Monumentation Families

At the final station, the stakeholders were asked to review and vote for their preferred option of three different monumentation families: A, B, or C. To see the monumentation families integrated into the streetscape, a sketch was provided of the North 14th Street bridge gateway with the family integrated. By and large, monumentation family A was preferred by the stakeholders. This family most closely resembles the existing monumentation features along the airport corridor.

Figure 2.5 Conceptual Monumentation Families

A Preferred

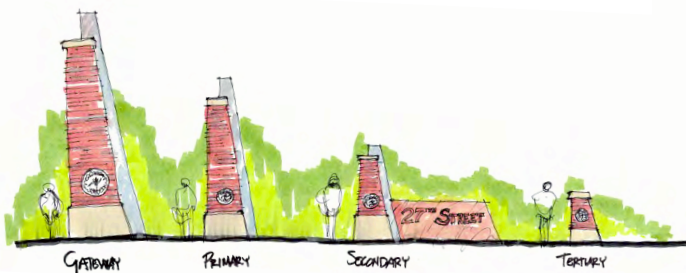


Oversized Airport District Monuments

- Paint/Stain Existing Bridge
- New Thematic Railings
- Cornhusker Welcome Sign
- Landscape Raised Median
- Landscape

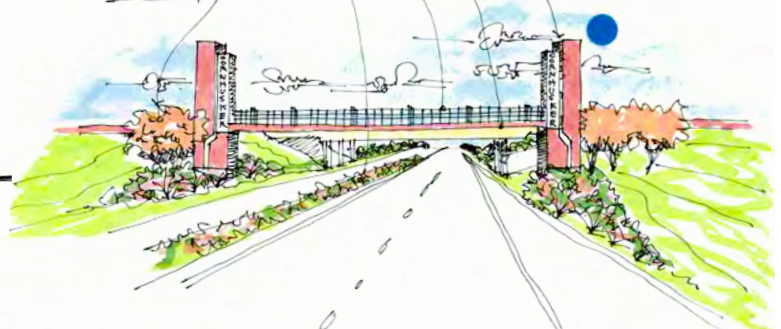


B

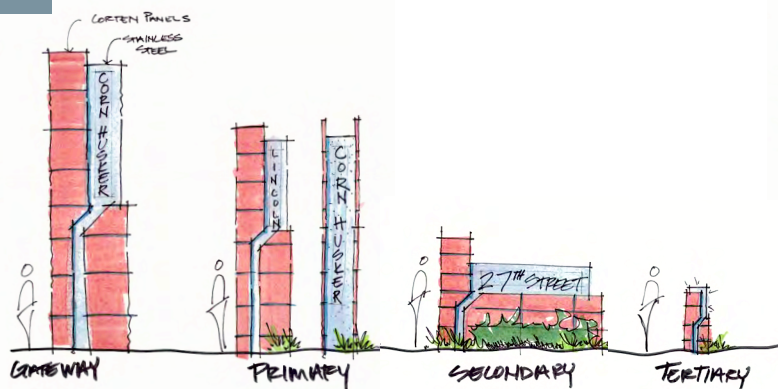


Gateway Monuments "C"

- Paint/Stain Ex. Bridge
- New Railings
- Landscape Median
- Landscape



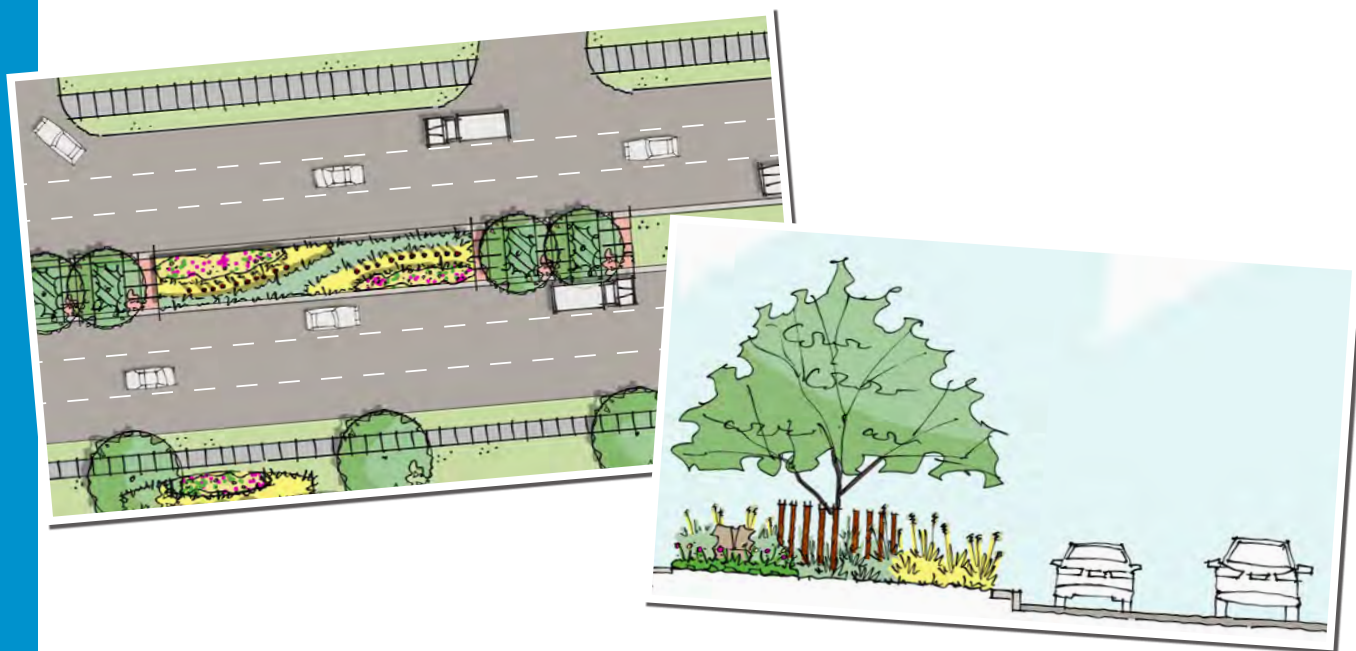
C



New Gateway Monuments

- Paint/Stain Existing Bridges
- New Bridge Railings
- Loop Paving
- Landscape At Base Of Monument
- Raised Median Landscape & Greenway





Conceptual plans for portions of the Cornhusker Highway streetscape

Section 3

CORNHUSKER HIGHWAY ENHANCEMENT PLAN

Public streetscape enhancements, as discussed and recommended in the North 33rd and Cornhusker Subarea Plan, are a way to demonstrate to the private development community and existing/future business and/or property owners that investment and reinvestment is safe and desired within a corridor. This section of the CEP outlines a coherent system of Cornhusker Highway streetscape improvements including elements such as street trees, landscaping, sidewalks, crosswalks, site furnishings, accent and pedestrian lighting, gateways, branding, and wayfinding. This collection of improvements will soften the visual and functional impact of vehicular traffic, promote investment along the corridor, and work alongside the subarea's proposed transportation network improvements.

The following conceptual streetscape plan elements, when implemented in concert with each other, will create a more accessible, modern, and aesthetically appealing urban roadway. This streetscape plan will assist and direct the city in its capital improvement projects, and will also set the tone and the level of expected improvement for redevelopment and development projects along Cornhusker Highway. By guiding the standard for public streetscape improvements, property owners and developers can be assured of the high level of improvements to come. Each subsection provides descriptions, example images, and/or diagrams to effectively communicate the streetscape plan.

STREETSCAPE PLAN OVERVIEW AND RESOURCE ALLOCATIONS

As funding is limited, it is necessary to determine and then describe how limited public funds are to be concentrated and used along the corridor to effectively and responsibly enhance Cornhusker Highway. Figure 3.1 illustrates the overall enhancement strategy along the corridor and serves multiple purposes to graphically show the vision of this CEP. First, it provides a general overview of the streetscape plan. Though, a plan of this nature cannot properly capture the full breadth of the recommendations that define the streetscape plan. Figure 3.1 should be viewed as a supplement to the subsections that follow. A full picture of the streetscape vision is painted when Figure 3.1 is referenced in context with the text and supplemental graphics.

Second, Figure 3.1 shows the locations of gateways, important intersections, and different streetscape zones/treatments. This breakdown represents the desired resource allocations, as more resources must be concentrated at gateways, important intersections, and along higher impact streetscapes. Stakeholders preferred that the limited public resources be spread evenly across the entire corridor, rather than at a select number of locations. The following subsections provide additional detail into each of the streetscape zones, gateways, and key intersections. Following those discussions and graphics, even further detail is provided as all of the recommended streetscape elements are described.

STREETSCAPE ZONE PLANS AND SECTIONS

Four different streetscape illustrative zone plans are provided following Figure 3.1. The purpose of these zone plans is to take a more in-depth look at the proposed enhancements along different segments of the corridor. Dividing a corridor into zones is a useful way to accommodate different levels of enhancement based on adjacent land uses and/or location. A variety of enhancements are shown in each streetscape zone plan and are annotated on each page. An enlargement of the median within is also provided where applicable. While these zone plans do not illustrate the enhancements along the entire corridor, they provide a sampling of representative zones. Each zone plan illustrates a different level of impact and expense, but each of the zones complement each other and reinforce the desired character and quality of Cornhusker Highway.

In addition to the plan view of each streetscape zone, a cross section of each zone is also provided. Such graphics provide a different view and level of detail compared to plan view graphics; they show the streetscape as if a vertical plane cut through the zone. The plan view and section for each streetscape zone should be viewed in concert to best understand the level of proposed enhancements within each zone.

A NOTE ABOUT STREET TREES

Street trees are of particular importance to a corridor such as Cornhusker Highway. Trees within the streetscape soften the built environment, provide a vertical structure to the corridor, and act as a traffic calming strategy. Consistently placed and spaced street trees would have a positive impact on the form and function of the corridor. With the corridor's existing speed limit and number and placement of access drives and intersections, current safety regulations preclude the blanket use of street trees along Cornhusker Highway in the parkway between the edge of the curb and sidewalk. Sight triangle regulations for major, minor, and driveway intersections limit the allowable use and placement of street trees. Within the current public right-of-way, street trees can only be widely integrated into the medians (see *Medians*) along Cornhusker Highway.

Diagrammatically, it would be simple to show street trees along the entire stretch of Cornhusker Highway, but rather - acknowledging the reality of safety requirements - figures throughout this CEP do not show street trees in areas that appear to be in conflict with the sight triangle requirements. As access is controlled, redevelopment occurs, driveways are consolidated, and additional right-of-way is acquired, street trees will be recommended as the present safety concerns will have been addressed. **Street trees between the edge of curb and sidewalk are the preferred location, but street trees behind the sidewalk are the most likely scenario** given the necessary six foot (6') clear zone required by the Nebraska Department of Transportation. Ultimately, the final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

It must be mentioned that street trees can also be implemented directly behind the private property line. This is further discussed in *Section 4 Next Steps* as a critical consideration for the recommended private property design guidelines. This is an additional solution to increase the number of street trees along the corridor.

GATEWAYS AND KEY INTERSECTIONS

It is necessary to break up corridors into different zones, as mentioned in *Streetscape Zone Plans and Sections*. In a similar fashion, key intersections should be identified to further understand where limited resources should be concentrated. Intersection enhancements, and particularly gateway elements, are one of the most powerful ways to establish a brand or identity for a corridor.

Monumentation that reinforces the desired character of the corridor should be located at key intersections and act as entry points to the corridor. As such, an entire system of gateways and tiered intersection enhancements that range in scale and significance has been developed. Three types of key intersections are identified in Figure 3.1 and detailed in Figures 3.10 through Figure 3.15. The following text describes each of the three types of key intersections:

Gateways: Gateways, which often mark the boundaries of the corridor, will play an important role in Cornhusker Highway's new identity. Gateways can establish a brand or identity and welcome visitors. Gateway monumentation is the largest and most significant of the monumentation family. Gateway monumentation and enhancements should be located at the North 14th Street bridge and at the intersection of North 56th Street.

Primary Intersections: A primary intersection is second in importance only to gateways. A primary intersection should feature monumentation that is smaller in scale than gateway monumentation, but should have a similar design aesthetic. The enhancements in this location should complement the overall image of the corridor and its central function should be to welcome visitors arriving from secondary routes. The primary intersection within the corridor is at the proposed Salt Creek Roadway.

Secondary Intersections: Secondary intersections should feature monumentation at an even smaller scale than the primary intersection, but use similar materials. While the secondary elements may be less impactful than the gateways' and primary intersections' enhancements, they should still highlight the significance of the intersection as a hub of activity. Proposed secondary intersections include just west of North 19th, North 27th, realigned North 33rd, and North 48th streets.

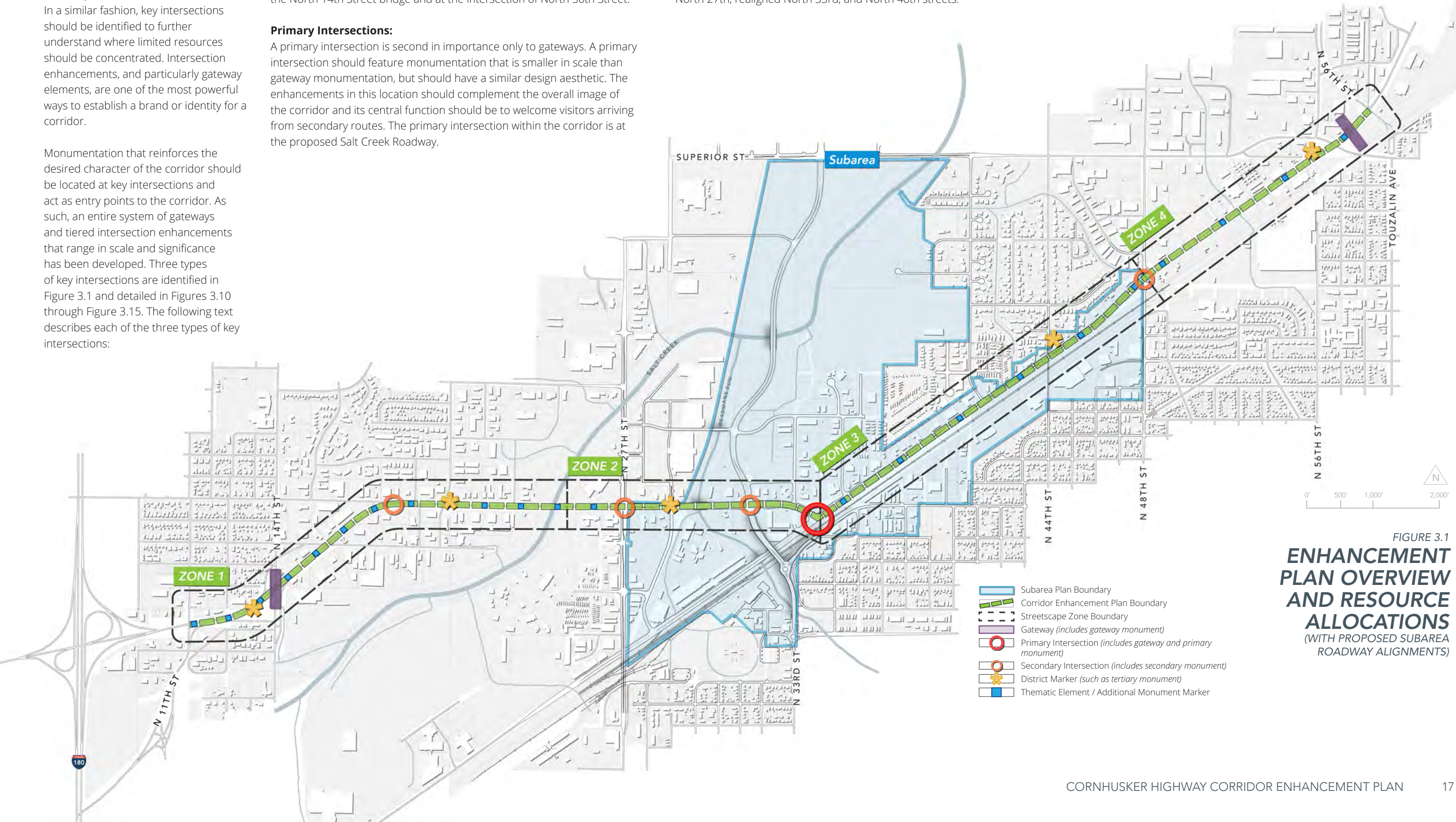
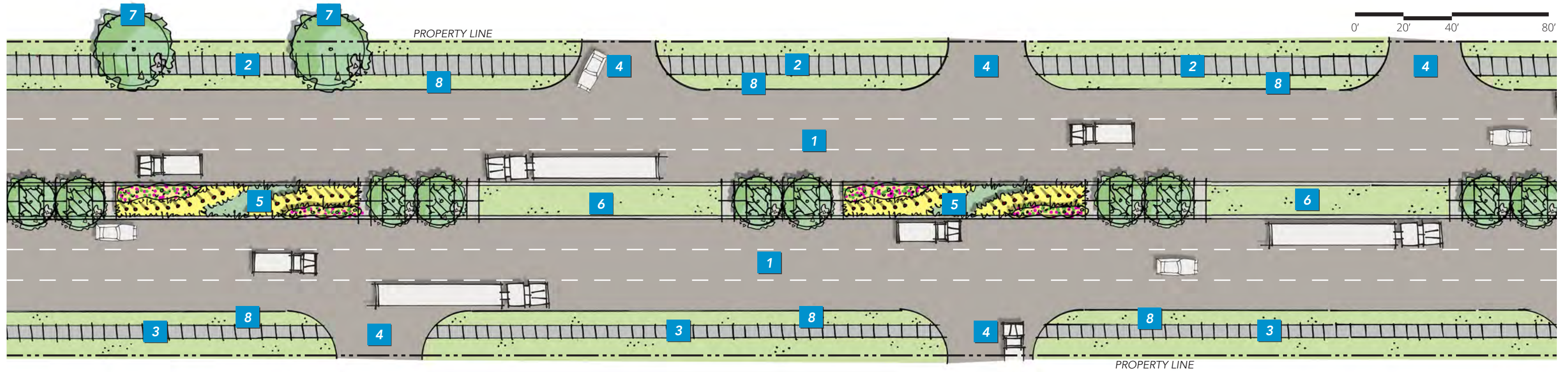


FIGURE 3.1
**ENHANCEMENT
PLAN OVERVIEW
AND RESOURCE
ALLOCATIONS**
(WITH PROPOSED SUBAREA
ROADWAY ALIGNMENTS)



Streetscape Zone 1 Plan Features

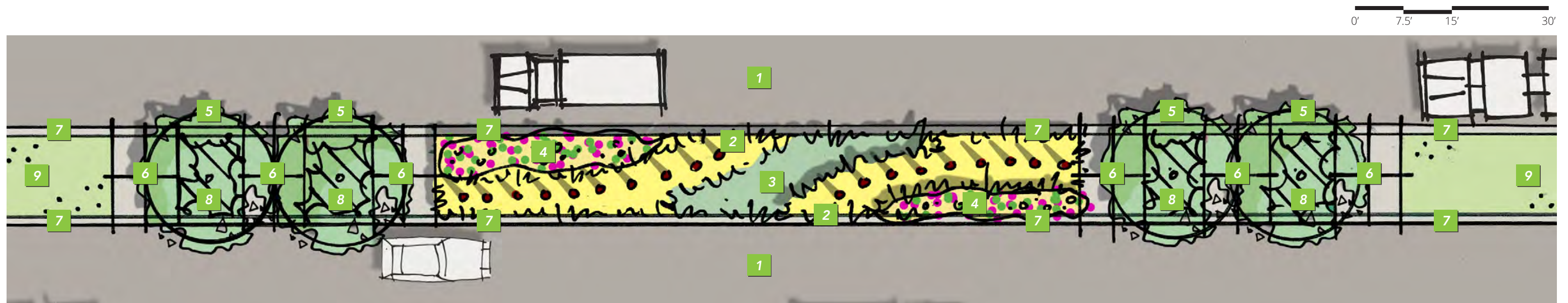
- ☐ 1 Traffic Lane
- ☐ 2 Enhanced Pedestrian Facility (8' wide)
- ☐ 3 Standard Sidewalk (5' wide)
- ☐ 4 Access Drive
- ☐ 5 Median with Landscape Enhancements (see enlargement below)
- ☐ 6 Median with Turf and Trees
- ☐ 7 Street Tree (spaced 80' on center)
- ☐ 8 Parkway/Turf Buffer (6' wide)

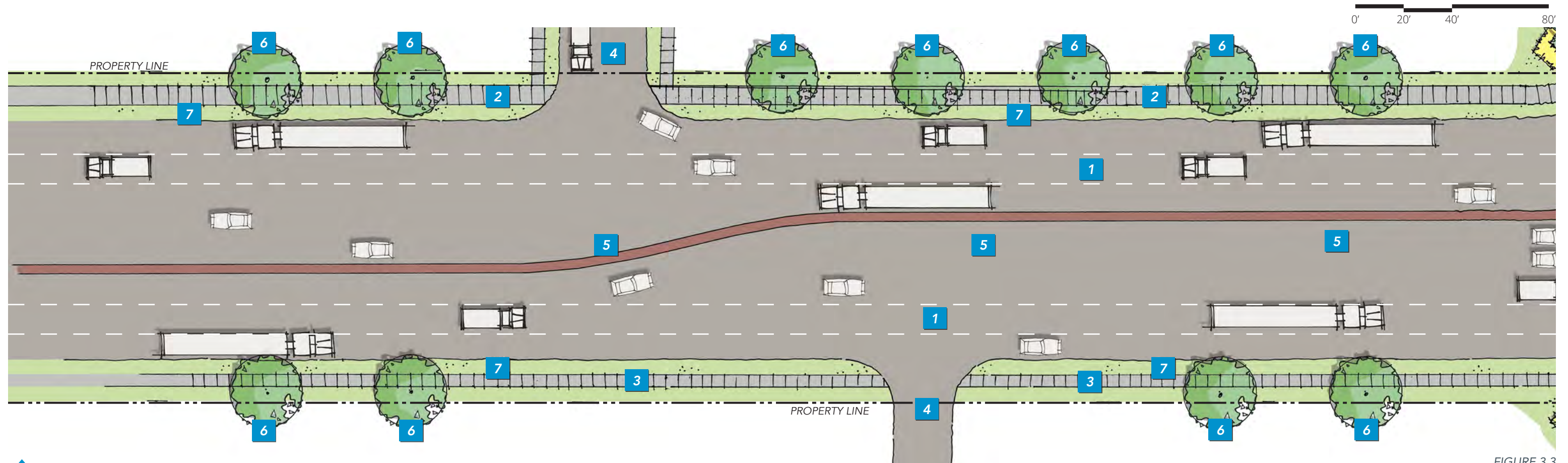
Streetscape Zone 1 Median Enlargement Features

- ☐ 1 Traffic Lane
- ☐ 2 Corten Posts/Wall (Thematic Element)
- ☐ 3 Native/Ornamental Grasses
- ☐ 4 Flowering Perennial Bed
- ☐ 5 Street Tree
- ☐ 6 Decorative Concrete Band
- ☐ 7 Concrete Mow Strip (18" wide minimum)
- ☐ 8 Landscape Bed
- ☐ 9 Turf

NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

FIGURE 3.2
**STREETSCAPE ZONE 1 AND
MEDIAN ENLARGEMENT**
(NORTH 11TH STREET TO JUST EAST OF SALT CREEK)





Streetscape Zone 2 Plan Features

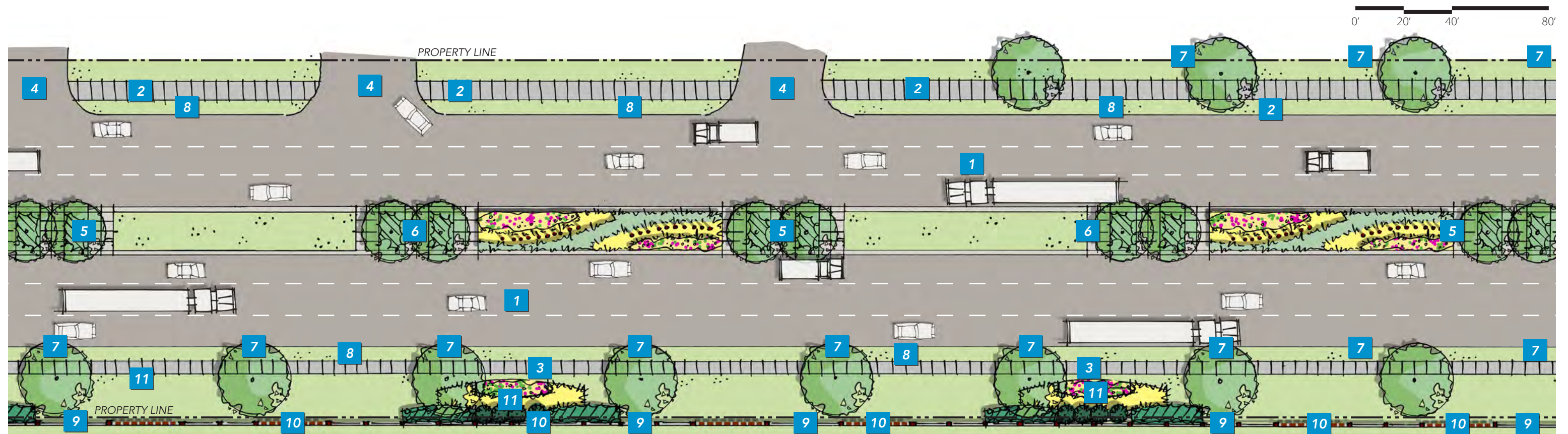
- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Access Drive
- 5 Bricked Median (4' wide)
- 6 Street Tree (spaced 60' on center)
- 7 Parkway/Turf Buffer (6' wide)

NOTE #1: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

NOTE #2: Streetscape zone two does not include landscaped median enhancements, but instead, a four-foot bricked median. The aesthetic enhancement and function of this streetscape zone is dictated by the greater RTSD North 33rd and Cornhusker transportation project.

FIGURE 3.3
STREETSCAPE ZONE 2
(JUST EAST OF SALT CREEK TO
FUTURE SALT CREEK ROADWAY INTERSECTION)





Streetscape Zone 3 Plan Features

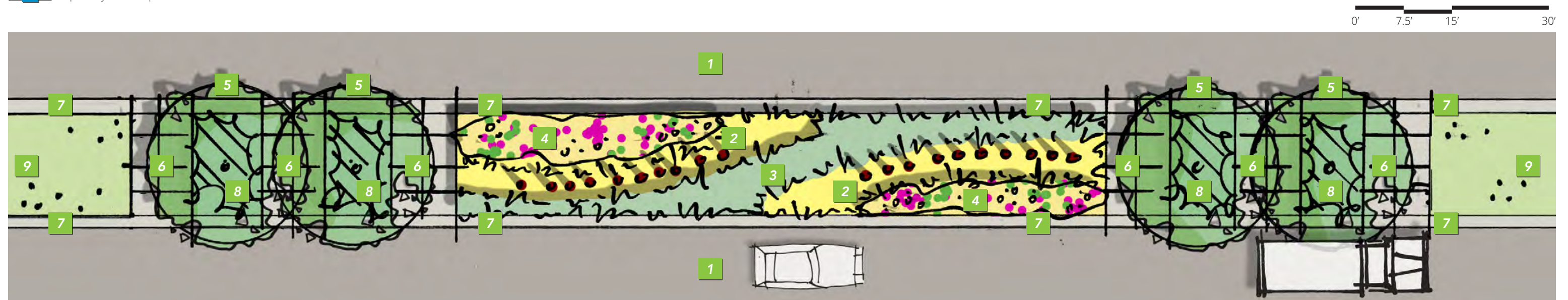
- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Access Drive
- 5 Median with Landscape Enhancements (see enlargement below)
- 6 Median with Turf and Trees
- 7 Street Tree (spaced 80' on center)
- 8 Parkway/Turf Buffer (6' wide)
- 9 Wall/Screen along Railroad
- 10 Corten Panel/Art Wall
- 11 Specialty Landscape Screen

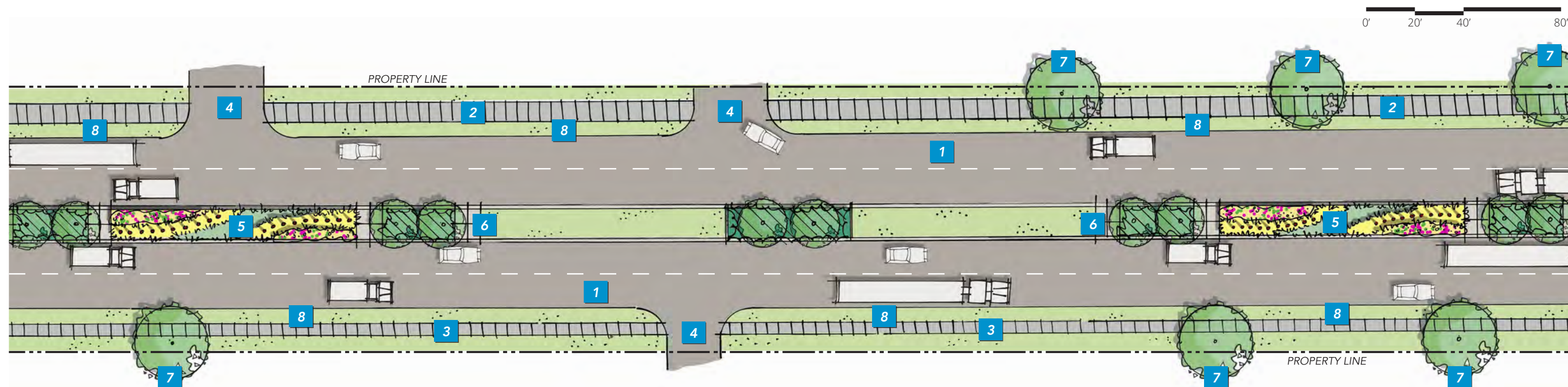
Streetscape Zone 3 Median Enlargement Features

- 1 Traffic Lane
- 2 Corten Posts/Wall (Thematic Element)
- 3 Native/Ornamental Grasses
- 4 Flowering Perennial Bed
- 5 Street Tree
- 6 Decorative Concrete Band
- 7 Concrete Mow Strip (18" wide minimum)
- 8 Landscape Bed
- 9 Turf

NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

FIGURE 3.4
**STREETSCAPE ZONE 3 AND
MEDIAN ENLARGEMENT**
(FUTURE SALT CREEK ROADWAY INTERSECTION
TO NORTH 48TH STREET)





Streetscape Zone 4 Plan Features

- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Access Drive
- 5 Median with Landscape Enhancements (see enlargement below)
- 6 Median with Turf and Trees
- 7 Street Tree (spaced 80' on center)
- 8 Parkway/Turf Buffer (6' wide)

Streetscape Zone 4 Median Enlargement Features

- 1 Traffic Lane
- 2 Corten Posts/Wall (Thematic Element)
- 3 Native/Ornamental Grasses
- 4 Flowering Perennial Bed
- 5 Street Tree
- 6 Decorative Concrete Band
- 7 Concrete Mow Strip (18" wide minimum)
- 8 Landscape Bed
- 9 Turf

NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

FIGURE 3.5
**STREETSCAPE ZONE 4 AND
MEDIAN ENLARGEMENT**
(NORTH 48TH STREET TO
JUST EAST OF NORTH 56TH STREET)



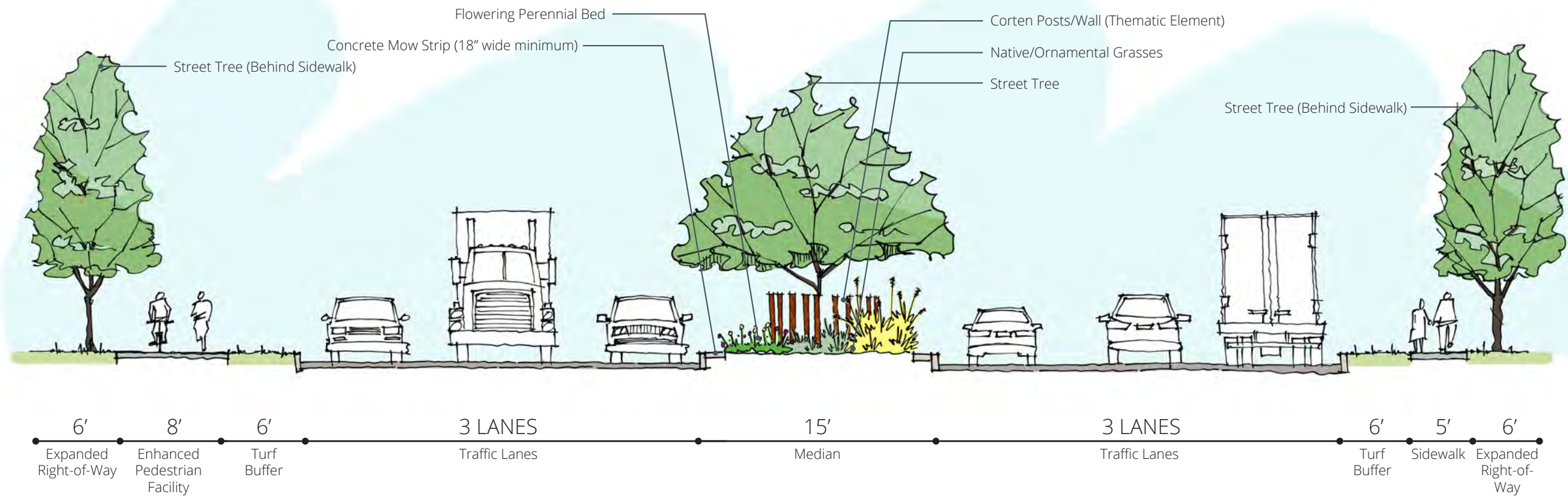


Figure 3.6 Street Type 1 Typical Section (North 11th Street to Just East of Salt Creek)

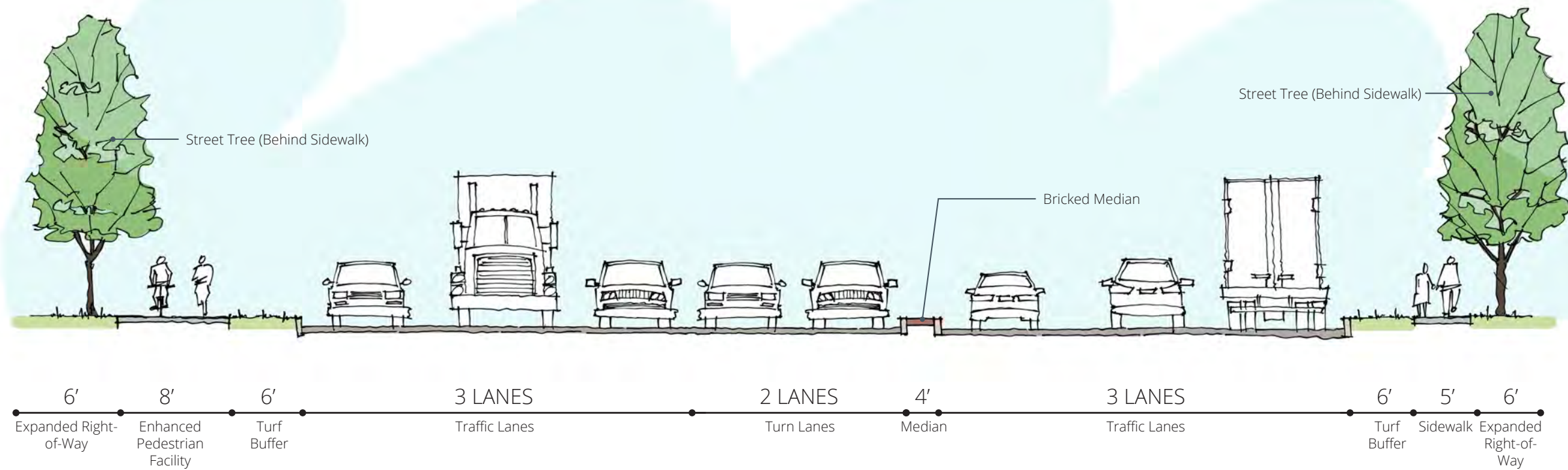


Figure 3.7 Street Type 2 Typical Section (Just East of Salt Creek to Future Salt Creek Roadway Intersection)

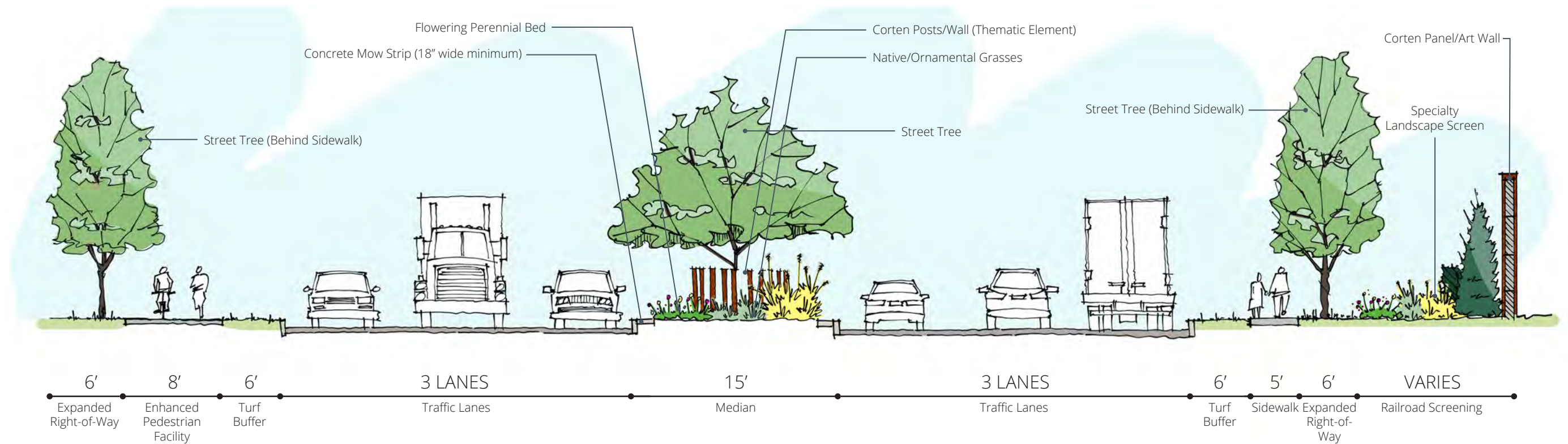


Figure 3.8 Street Type 3 Typical Section (Future Salt Creek Roadway Intersection to North 48th Street)

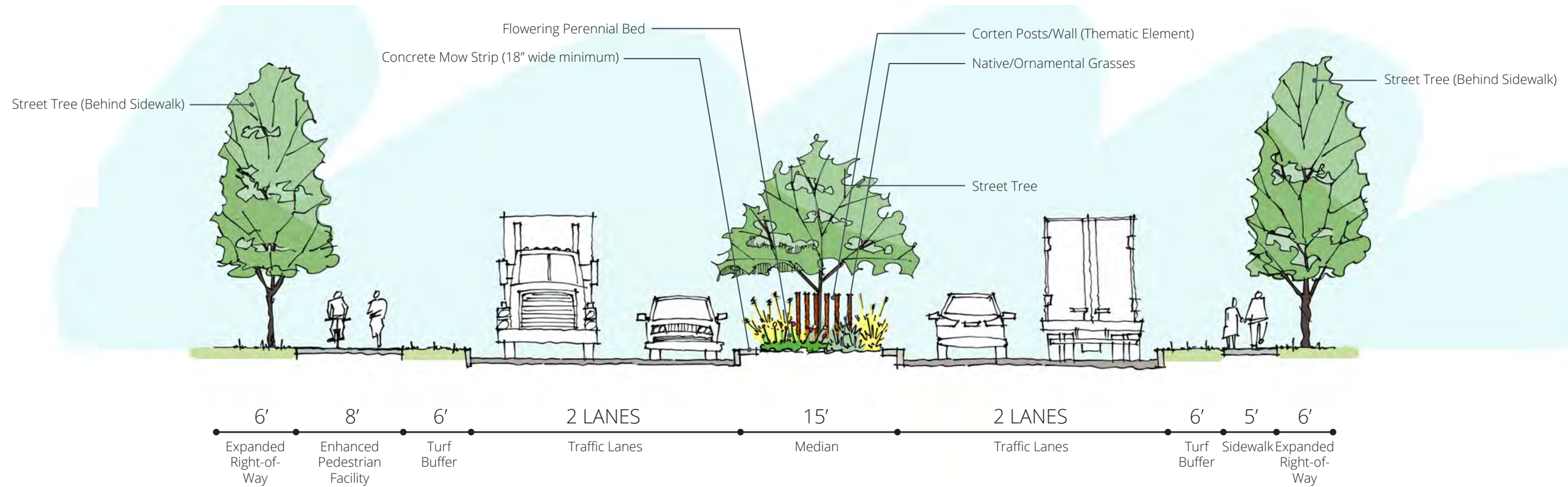
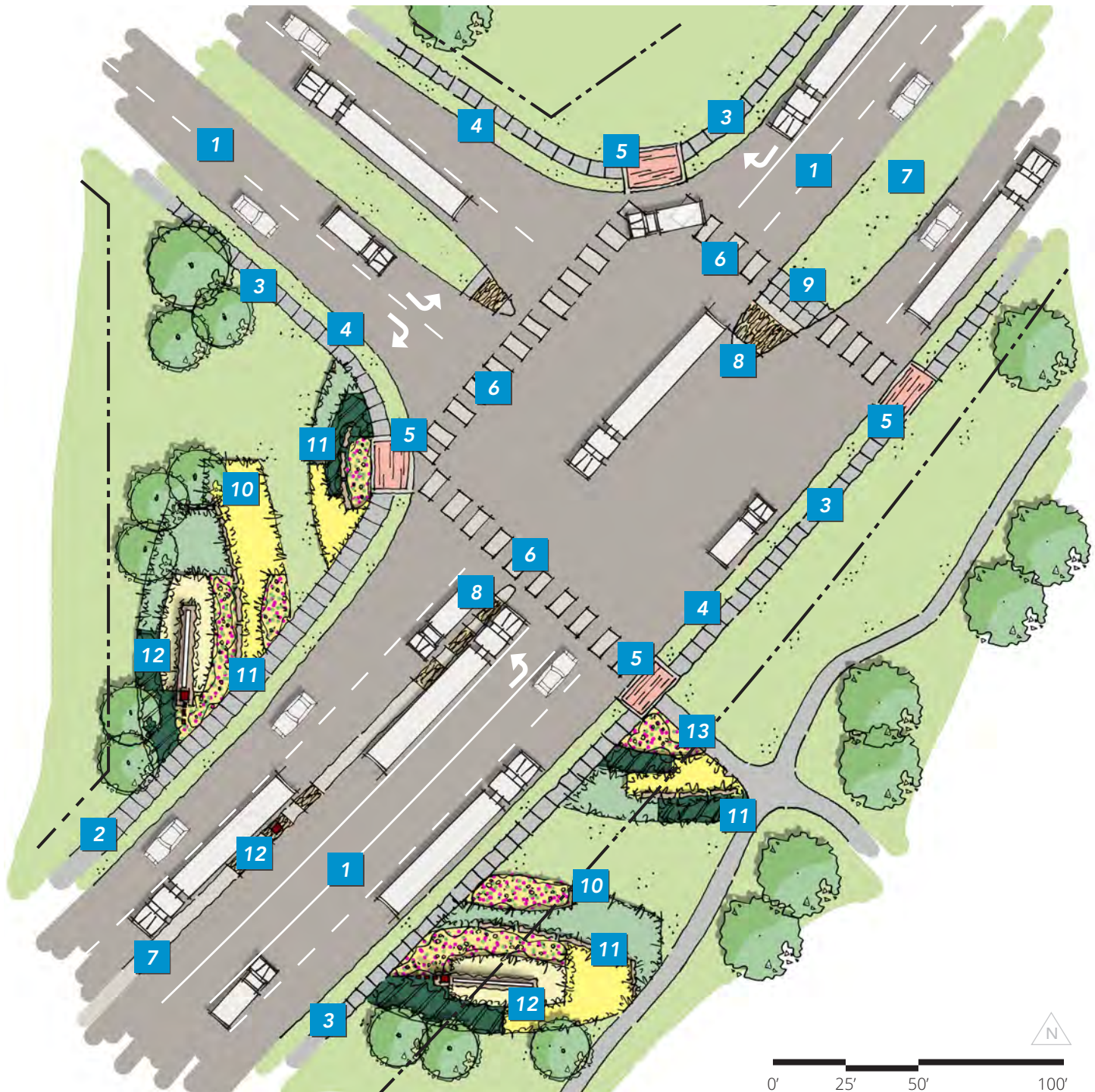


Figure 3.9 Street Type 4 Typical Section (North 48th Street to Just East of North 56th Street)

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FIGURE 3.10
**CONCEPTUAL GATEWAY
 INTERSECTION**
 (NORTH 56TH STREET)



Gateway Intersection Plan Features

- | | | | |
|----------------------------|---|-----------------------------|---------------------------------------|
| <input type="checkbox"/> 1 | Traffic Lane | <input type="checkbox"/> 8 | Rough Limestone Pavers |
| <input type="checkbox"/> 2 | Enhanced Pedestrian Facility (8' wide) | <input type="checkbox"/> 9 | Pedestrian Refuge Island |
| <input type="checkbox"/> 3 | Standard Sidewalk (5' wide) | <input type="checkbox"/> 10 | Gateway Landscape Enhancements |
| <input type="checkbox"/> 4 | Parkway/Turf Buffer (6' wide) | <input type="checkbox"/> 11 | Stacked Limestone Block Wall |
| <input type="checkbox"/> 5 | Specialty Intersection Treatment (pavers and decorative concrete) | <input type="checkbox"/> 12 | Gateway Monument |
| <input type="checkbox"/> 6 | Crosswalk | <input type="checkbox"/> 13 | Connection to Existing Sidewalk/Trail |
| <input type="checkbox"/> 7 | Median | | |

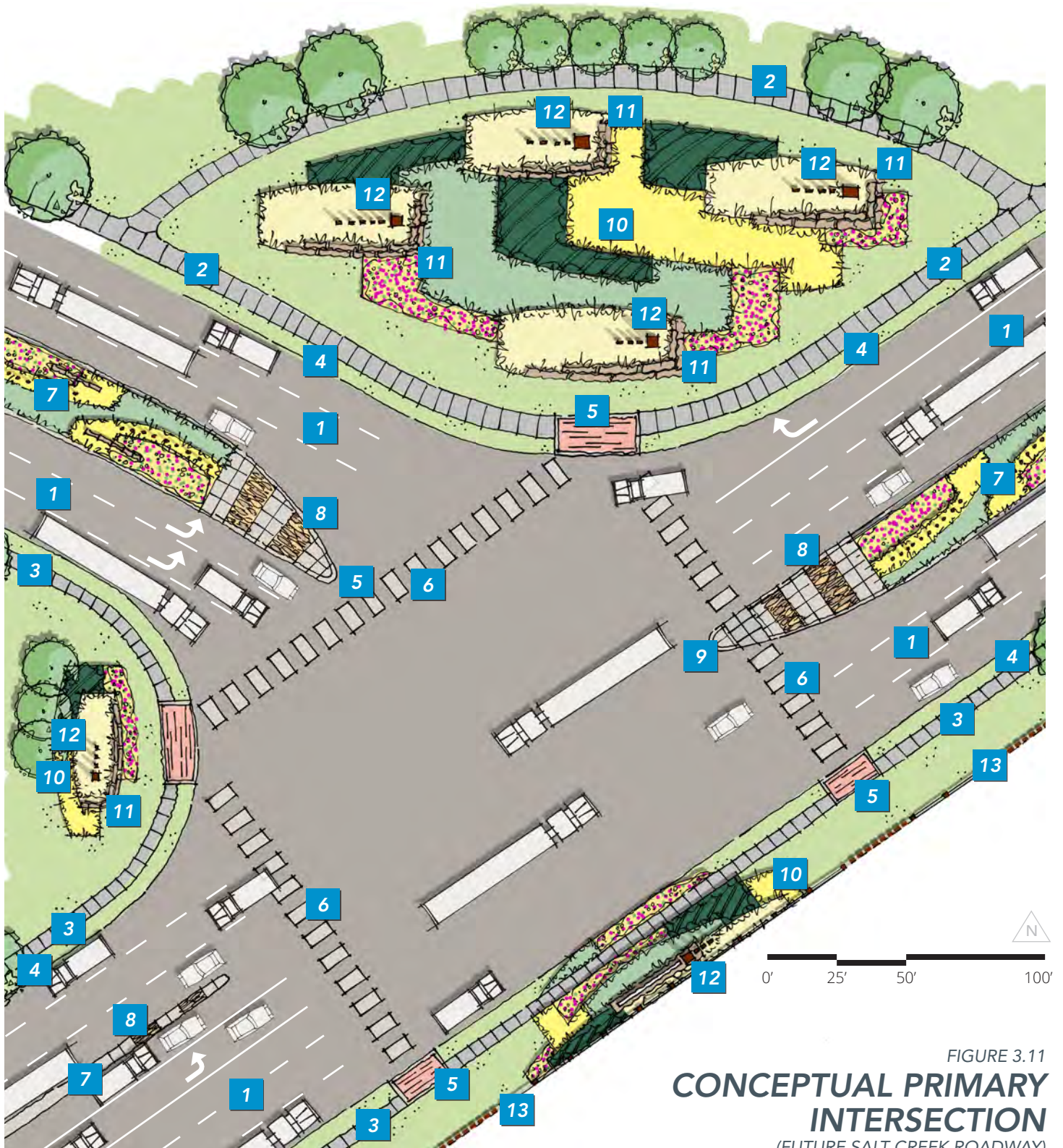
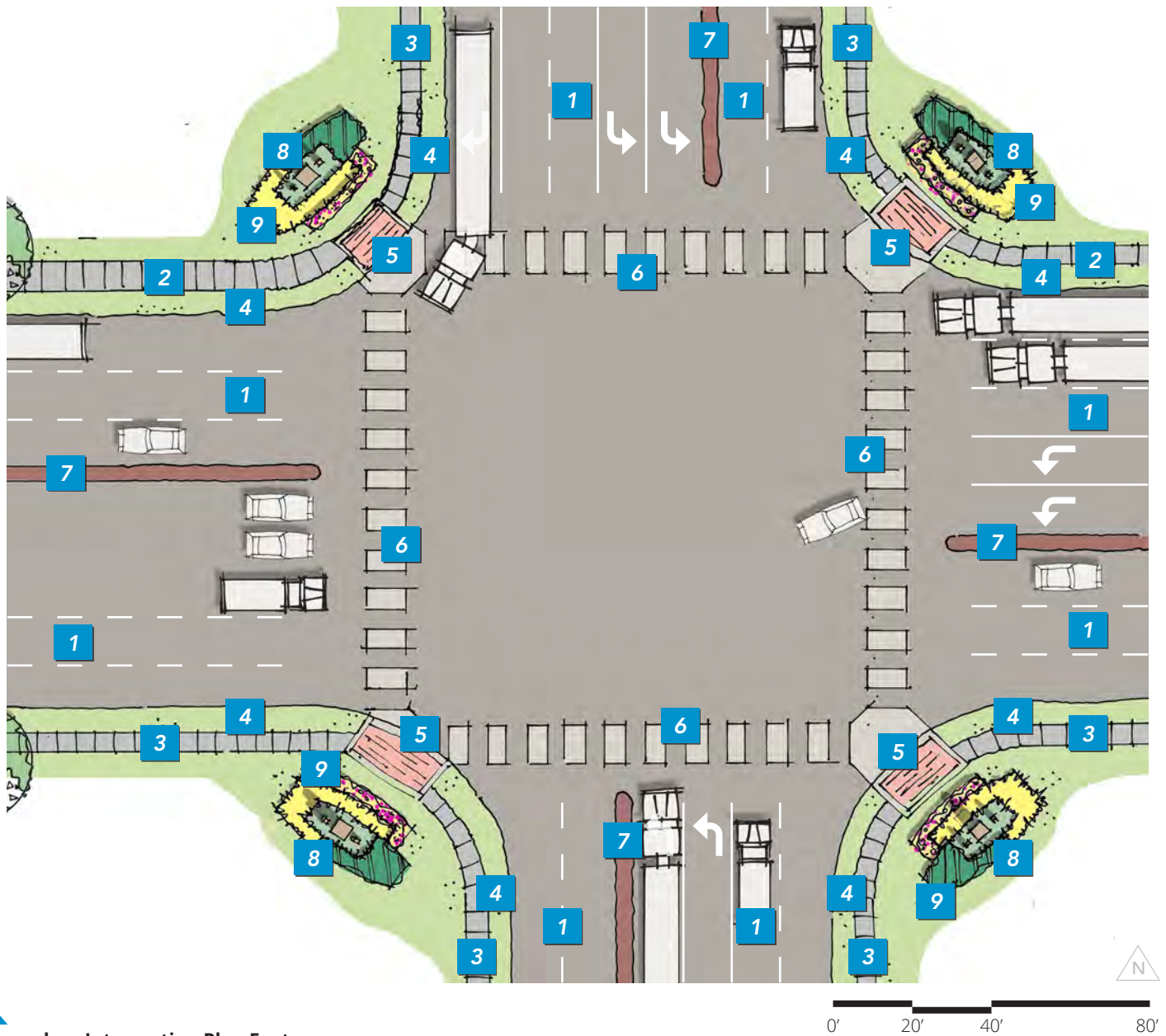


FIGURE 3.11
**CONCEPTUAL PRIMARY
 INTERSECTION**
 (FUTURE SALT CREEK ROADWAY)

Primary Intersection Plan Features

- | | | | |
|----------------------------|---|-----------------------------|--|
| <input type="checkbox"/> 1 | Traffic Lane | <input type="checkbox"/> 8 | Rough Limestone Pavers |
| <input type="checkbox"/> 2 | Enhanced Pedestrian Facility (8' wide) | <input type="checkbox"/> 9 | Pedestrian Refuge Island |
| <input type="checkbox"/> 3 | Standard Sidewalk (5' wide) | <input type="checkbox"/> 10 | Primary Intersection Landscape Enhancements |
| <input type="checkbox"/> 4 | Parkway/Turf Buffer (6' wide) | <input type="checkbox"/> 11 | Stacked Limestone Block Wall |
| <input type="checkbox"/> 5 | Specialty Intersection Treatment (pavers and decorative concrete) | <input type="checkbox"/> 12 | Monument Signage/Thematic Elements |
| <input type="checkbox"/> 6 | Crosswalk | <input type="checkbox"/> 13 | Wall/ Screen along Railroad Right-of-Way with Thematic Art Element |
| <input type="checkbox"/> 7 | Median | | |

FIGURE 3.12
**CONCEPTUAL SECONDARY
 INTERSECTION**
 (FUTURE NORTH 33RD STREET)



Secondary Intersection Plan Features

- ☐ 1 Traffic Lane
- ☐ 2 Enhanced Pedestrian Facility (8' wide)
- ☐ 3 Standard Sidewalk (5' wide)
- ☐ 4 Parkway/Turf Buffer (6' wide)
- ☐ 5 Specialty Intersection Treatment (pavers and decorative concrete)
- ☐ 6 Crosswalk
- ☐ 7 Median
- ☐ 8 Tertiary Marker (Thematic Element)
- ☐ 9 Secondary Intersection Landscape Enhancements

FIGURE 3.13
**3D CONCEPTUAL
GATEWAY INTERSECTION**
(NORTH 56TH STREET)



NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

FIGURE 3.14
**3D CONCEPTUAL
 PRIMARY INTERSECTION**
 (FUTURE SALT CREEK ROADWAY)



NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

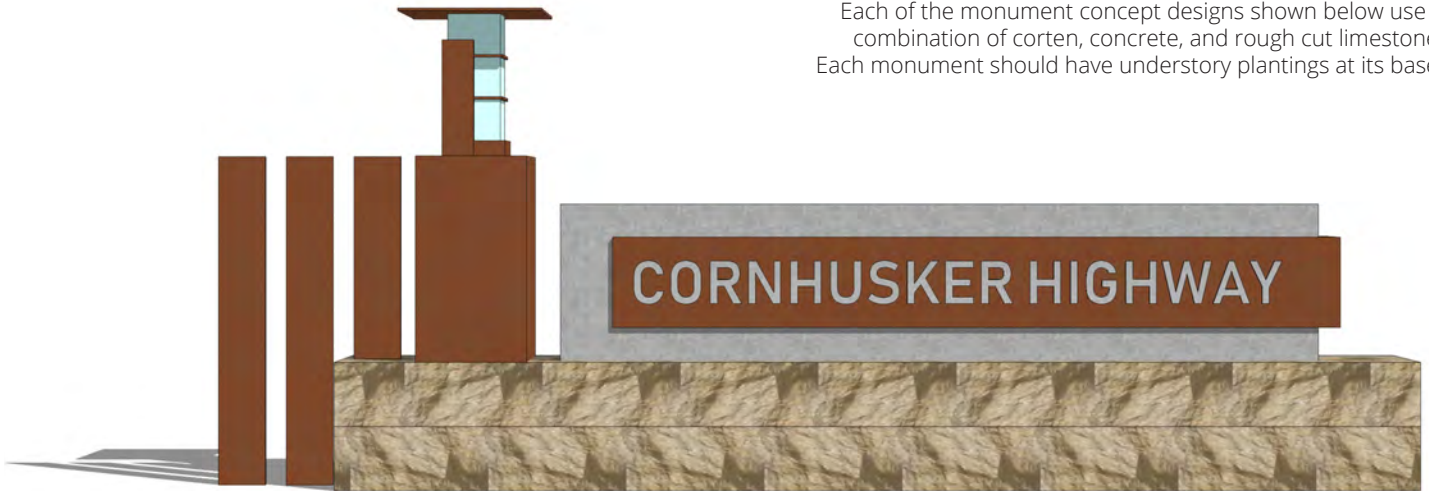
FIGURE 3.15
**3D CONCEPTUAL
SECONDARY INTERSECTION**
(FUTURE NORTH 33RD STREET)



NOTE: With the corridor's existing speed limit and number and placement of access drives and intersections, current safety sight triangle regulations preclude the blanket use of street trees between the edge of the curb and sidewalk. Within the current public right-of-way, street trees can only be widely integrated into the medians along Cornhusker Highway. Areas without street trees appear to be in conflict with these safety regulations. The final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

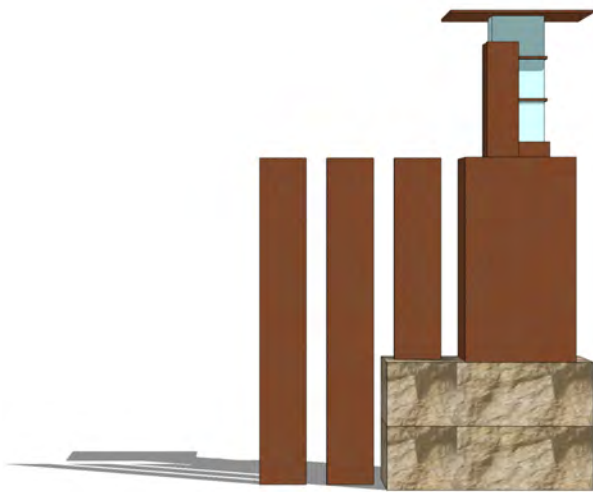
MONUMENTATION FAMILY CONCEPT DESIGNS

Each of the monument concept designs shown below use a combination of corten, concrete, and rough cut limestone. Each monument should have understory plantings at its base.



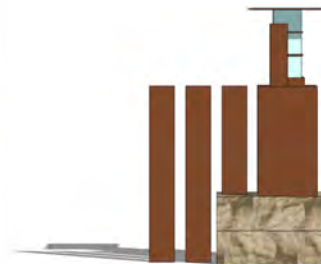
The gateway monument should be located at the intersections of Cornhusker Highway and North 14th Street, just southwest of North 56th Street, and the extended Salt Creek Roadway.

GATEWAY MONUMENT



PRIMARY MARKER

The primary marker should be located at the primary intersection (Cornhusker Highway and the extended Salt Creek Roadway).



SECONDARY MARKER

Secondary markers should be located at the secondary intersections (Cornhusker Highway and just west of North 19th, North 27th, realigned North 33rd, and North 48th streets).



TERTIARY MARKER

Tertiary markers should be located throughout the corridor in order to tie the corridor together. These monuments are at a pedestrian scale, and could be integrated into private developments and minor (non-primary and non-secondary) intersections.

Character images for monumentation and gateways along Cornhusker Highway





The sidewalk above is appropriately wide, well-maintained, and protected from the roadway by a wide turf buffer.



High visibility ladder crosswalks are more visible to all road users compared to standard crosswalks.

PEDESTRIAN NETWORK

One of the defining characteristics of a walkable area is an environment where pedestrians and vehicles can interact safely with each other. This safe interaction can only happen with the necessary pedestrian infrastructure in place. Creating a complete pedestrian network is critical to the future of Cornhusker Highway; walkability is a core measure of any modern roadway. The following streetscape elements each play a considerable role in a corridor's walkability. Specific guidance for the elements is provided in each subsection.

Sidewalks

Sidewalks are the basic building block of the pedestrian network, and significant gaps in the network can limit the value of those sidewalks that do exist. A continuous pathway should be provided along both sides of the entire length of Cornhusker Highway, with clear access points to the retail, service, mixed use, and residential uses along the corridor. The following guidelines establish the minimum widths and design features of sidewalks along Cornhusker Highway.

- Sidewalks should be a minimum of five (5) feet wide; a six (6) to ten (10) foot sidewalk (or "enhanced pedestrian facility" as noted in the North 33rd and Cornhusker Subarea Plan) is desired within mixed use nodes or other high traffic areas.
- A minimum six (6) foot turf buffer should be provided between the curb and the sidewalk.
- All sidewalks along Cornhusker Highway should be accessible to the handicapped and should comply with appropriate Americans With Disabilities Act (ADA) standards.
- Sidewalks should be constructed of gray concrete with a broom finish.
- Vertical obstructions, such as light poles and signs, should be set back at least two (2) feet from the edge of the sidewalk.

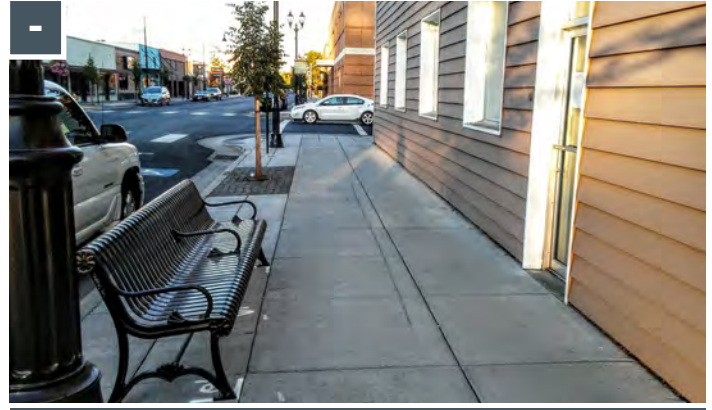
Crosswalks

By their nature, crosswalks make sidewalks more useful by providing valuable connections. A variety of crosswalk types exist, but high visibility crosswalks - meaning pedestrian and motorists can easily see them - are most preferred along Cornhusker Highway. A change in paving materials, texture, or color can make crosswalks more noticeable. Two types of crosswalks should be used along the entirety of Cornhusker Highway, including the high visibility ladder and standard painted crosswalks. The following guidelines establish the design and features of crosswalks along Cornhusker Highway.

- Crosswalks should be a minimum of ten (10) feet wide.
- Crosswalks should be connected to ADA accessible curb ramps on either end.
- High visibility ladder crosswalks (plastic or epoxy material embedded with reflective glass beads) should be installed in all directions at the gateway, primary, and secondary intersections and at all north/south Cornhusker Highway crossings.
- Standard painted crosswalks should be installed for the remainder of the crossings and development entries, prioritized to provide access to mixed use nodes, high activity centers, and transit stops.



A long and wide pedestrian refuge island provides adequate space for pedestrians to wait for vehicular traffic to clear.



Benches, if placed appropriately, should provide a user with appealing views, unlike this bench that provides a view of a door.

Pedestrian Refuge Islands

Pedestrian refuge islands are a tool to increase the usability of crosswalks; they are protected spaces within the street network that facilitate pedestrian and bicycle crossings. As the number of travel lanes increase, pedestrians often feel more exposed and less safe to enter an intersection. Pedestrian refuge islands can facilitate additional pedestrian and bicycle crossings as only one direction of traffic must be navigated at one time. By simplifying crossings of busy streets, such as Cornhusker Highway, bicyclists and pedestrians can feel safer and limit their exposure time to vehicle traffic. Cornhusker Highway should feature pedestrian refuge islands in select locations as it is a high volume and high-speed street. Additional guidance includes the following statements.

- Pedestrian refuge islands are preferred to be ten (10) feet wide, or a minimum of six (6) feet wide.
- The approach edge of the raised median should be painted with a reflective white or yellow coating.
- Landscaping or monumentation within the median should not compromise visibility of pedestrians, bicycles, or vehicles.
- Pedestrian refuge islands should include bollards and curbs to protect waiting pedestrians and bicyclists.

PEDESTRIAN AMENITIES

While sidewalks and crosswalks create a basic pedestrian network, additional pedestrian amenities can enhance the pedestrian's and bicyclist's experience along Cornhusker Highway. Modern urban roadways are expected to provide a certain level of convenience for those non-motorized roadway users. As such, a variety of site furnishings should be added to the Cornhusker Highway streetscape to encourage more pedestrian and bicyclist traffic. These furnishings should be located at the gateways and primary and secondary intersections. The aesthetic of the furnishings should be modern in nature, with clean lines and neutral coloring. Additional guidelines for each of the furnishings follow in subsections.

Benches

Benches are a core feature of the pedestrian realm and provide an opportunity to stop and relax before one continues to their final destination. Benches demonstrate that pedestrians are welcome along the corridor. Benches should be:

- Modern in design with clean lines and natural coloring
- Mounted to the pavement
- Located at transit stops, particularly those with the highest ridership rates
- Located at gateways and primary and secondary intersections

Bicycle Racks

As bicycle traffic increases along Cornhusker Highway, so will the importance of appropriate and convenient bicycle storage. Bicycle racks should be:

- Modern in design with a simple aesthetic in gray, rust, or wood tones
- Mounted to the pavement
- Located at transit stops, particularly those with the highest ridership rates
- Located at gateways and primary and secondary intersections, where appropriate
- Located in areas that are well-lit and visible from the roadway

Trash and Recycling Receptacles

To help manage maintenance and increase the convenience for pedestrian traffic, trash and recycling receptacles should be provided along the corridor. Trash and recycling receptacles should be:

- Modern in design, with clean lines and gray, rust, or wood tones
- Closed on top with a side opening, or partial closure on top
- Mounted to the pavement
- Located at transit stops, particularly those with the highest ridership rates
- Located near benches at gateways and primary and secondary intersections



This modern transit stop has multiple furnishings (informational kiosk, benches, shelter, and trash receptacle).



An existing transit stop within the North 33rd and Cornhusker subarea features a bench and trash receptacle, but lacks a shelter.

Planters

Raised planter beds provide additional opportunity for green, natural space along the corridor. They can break up the monotony of paving materials and add seasonal variety and interest to a streetscape. Substantial plantings in extended planter boxes can provide a buffer between the roadway and pedestrian realm, creating a more quiet and comfortable environment. With current right-of-way and sight distance restrictions, planters are not recommended along Cornhusker Highway. As access is controlled, redevelopment occurs, driveways are consolidated, and additional right-of-way is acquired, planters between the curb and private properties will be recommended as the present safety concerns will have been addressed.

Planters should:

- Be modern in design with clean lines and neutral coloring
- Be constructed of durable materials resistant to vandalism and damage from vehicles
- Be considered for incorporated seating
- Be located at pedestrian gathering areas
- Not reduce the clear right-of-way path of travel for pedestrians
- Have proper irrigation and maintenance
- Be placed on impervious surfaces where possible to allow for infiltration of precipitation and increased stormwater management

Transit Shelters

Transit shelters are currently few and far between along the corridor. With new transit routes and stops recommended within the North 33rd and Cornhusker subarea, it is necessary to outline guidelines for transit enhancements that will improve riders' experiences. Shelter design and placement must be coordinated with StarTran. Transit shelters should:

- Be selected to match the aesthetic and material finish of other furnishings
- Have a pitched roof to prevent maintenance concerns of snow, rain, and debris collection
- Be located by highly visible signage, ADA-accessible concrete landing pads, site furniture, informational kiosks, and shelters
- Coordinate with the ridership, placement, and design standards outlined in the Lincoln Transit Development Plan (2016), such as the criteria for bus stop spacing

StarTran currently only provides transit shelters at stops generating at least 25 daily boardings. If a stop generates at least 10 daily boardings it may also qualify for a shelter if the following uses are within one-quarter mile:

- Medical, senior, social service, public, or special needs facilities
- Major grocery stores
- Apartments, dorms, or senior housing with 100+ units
- High schools, colleges, or universities

Informational Kiosks

Informational kiosks can provide valuable directions and guidance to close destinations and/or events (see *Wayfinding*). Kiosks can alert viewers of the entire range of features and facilities along, and in proximity to, Cornhusker Highway. Kiosks should be:

- Selected to match the aesthetic and material finish of other furnishings
- Directly placed in a paving field
- Located at transit stops, particularly those with the highest ridership rates
- Located near benches at gateways and primary intersections

Public Art

Public art is another opportunity to reinforce the corridor's identity. Public art should take into account its location, audience, environmental conditions, the history of its location, and other contextual concerns. Scale, height, and visibility are also important factors. In addition to being aesthetically pleasing and representative of the corridor, public art can also be functional. For example, a mural could be painted on a screening element. As public art can be both a furnishing and part of a branding effort, it is important that the art tells a story of the corridor history, present, and future; the art must acknowledge and be true to Cornhusker Highway. Public art should be located at high activity and high visibility locations, such as gateways, primary and secondary intersections, or within medians.



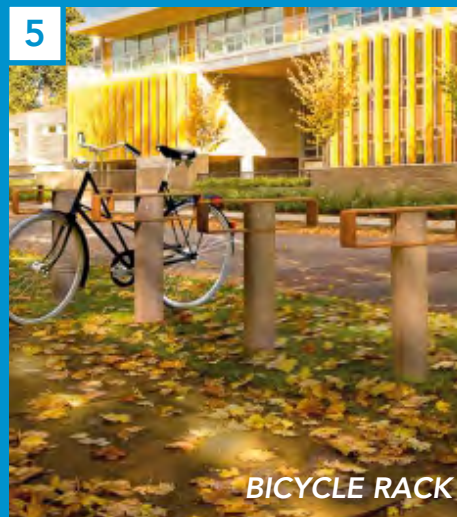
PUBLIC ART CHARACTER IMAGES

PEDESTRIAN AMENITIES *PREFERRED SELECTIONS*

1. Socrates (Cast Stone Grey)
Landscape Forms
2. Solid Seat Strips (Corten)
Streetlife
3. Multiplicity (IPE)
Landscape Forms

4. Capitol (Cast Aluminum)
Forms+Surfaces
5. Bike Key (Corten)
Streetlife
6. Multiplicity
Landscape Forms

7. Trio (Aluminum Texture)
Forms+Surfaces
8. Rough&Ready (Weathering Steel)
Streetlife
9. Knight (Aluminum Texture)
Forms+Surfaces



PEDESTRIAN AMENITIES PREFERRED SELECTIONS (CONTINUED)

- 10. Apex (Stainless Steel, Sandstone Finish)
Forms+Surfaces
- 11. Apex (Jatoba Hardwood, Stainless Steel)
Forms+Surfaces
- 12. Box Bin (Untreated Weathering Steel)
Streetlife

- 13. Wilshire (Weathering Steel)
Tournesol Siteworks
- 14. Wilshire (GFRC Concrete Shark)
Tournesol Siteworks
- 15. Shrub Tubs (Corten)
Streetlife

- 16. Glulam
FraserWood
- 17. Connect 2.0 (Cast Aluminum)
Landscape Forms
- 18. Urban Furnishing (Corten)
Lamberti Steel Works

10



TRASH AND
RECYCLING RECEPTACLE

11



TRASH AND
RECYCLING RECEPTACLE

12



TRASH AND
RECYCLING RECEPTACLE

13



PLANTER

14



PLANTER

15



PLANTER

16



TRANSIT SHELTER

17



TRANSIT SHELTER

18



INFORMATIONAL KIOSK

MEDIANS

Medians play an important role in separating opposing directions of vehicular travel on higher volume roadways, but they can take a variety of forms. Medians can either be open (pavement markings only) or channelized (raised medians or islands). It is recommended that medians along Cornhusker Highway are channelized because of the higher travel speeds and amount of traffic. Medians can provide functional benefits, such as reducing travel speeds and increasing stormwater infiltration, but also can provide space for aesthetic enhancements, such as landscaping within the right-of-way, branded monumentation, and/or public art. Medians should:

- Include a variety of enhancements (pavers [limited use], colored concrete, understory landscaping, street trees, and thematic elements) wherever possible and appropriate
- Include a mow strip (18" wide minimum) that is pinned to the curb to limit mulch and debris spillover
- Have a landscaped interior, except in narrower segments near intersections that must accommodate turn lanes
- Use colored, stamped concrete near intersections where landscaping is inappropriate
- Have appropriately placed left turn lanes
- Be maintained regularly

When planting street trees in medians, these trees should:

- Be ornamental, chosen for their color, shape, character, accent, specimen, or massing qualities
- Be columnar, upright, vase shaped, narrowly spreading, and high canopy trees
- Not include large shade trees
- Stay within the back of curb of median, without heavy pruning
- Be able to survive urban conditions and salt spray from roadway chemicals and vehicles

UTILITIES

Utilities' presence can detract from installed aesthetic enhancements. To safeguard the investment in right-of-way landscaping, monumentation, etc., unsightly utility infrastructure can be disguised or softened, without impacting its functionality. Utility infrastructure should be:

- Located in inconspicuous areas
- Softened by proximate landscaping
- Remain accessible for simple maintenance
- Undergrounded whenever possible



The median above only uses grass. Compared to the two median options below, this median option is a relatively low maintenance and funding investment.



The median above combines understory plantings with pavers and concrete. This option presents a mid-level of investment, requiring maintenance and irrigation of the plantings.



The median above combines understory plantings with street trees and a corten wall. This option presents the highest level of investment, with maintenance and irrigation required for the entire length of the median.

FENCING AND SCREENING

Opaque, undecorated fencing should not play a prominent role along the corridor, as this is typically more appropriate to screen industrial uses, which should generally be situated off of the corridor. Where fencing is desired, it should be decorative in nature and not entirely opaque. Fencing can be a powerful way to distinguish a corridor from other areas of a city. While decorative fencing will largely be implemented on private developments, unsightly public or semi-public uses should consider the use of decorative fencing.

For example, the railroad that is viewable from the public right-of-way from existing Adams Street to North 56th Street can be a negative visual distraction for pedestrians, motorists, and adjacent properties.

To combat this, decorative fencing segments, complementary in design to the gateway monuments should screen the railway. Decorative fencing should:

- Be combined with understory landscaping and ornamental and evergreen trees where appropriate
- Include a combination of perforated or non-perforated corten and concrete panels (**Note:** Corten can stain stone or concrete materials. This effect can be mitigated so that the strong, russet, and natural coloring of the corten can be used. Further exploration of specific materials should be completed during the streetscape design phase.)
- Not include chain and stockade fencing
- Not have any extended runs of the same material, creating visual monotony



Primarily constructed of concrete panels, this railroad screening/fencing option is opaque, but still features corten columns. This presents a lower investment option.



This railroad screening/fencing options uses both concrete panels and corten tubes. The different heights of the corten tubes mimic the shape of the Cornhusker Highway corridor. This presents a mid-level investment option.

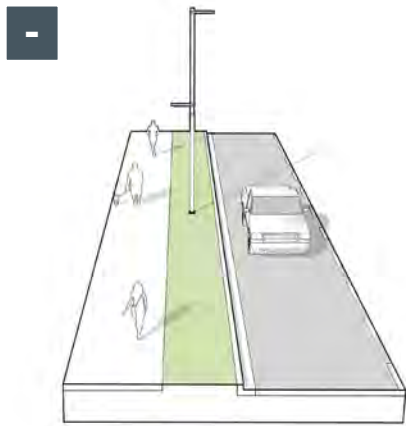


Primarily constructed of corten panels of varying widths, this railroad screening/fencing option is partly transparent, providing different views of the railroad corridor as one drives along the corridor. This presents a high investment option.

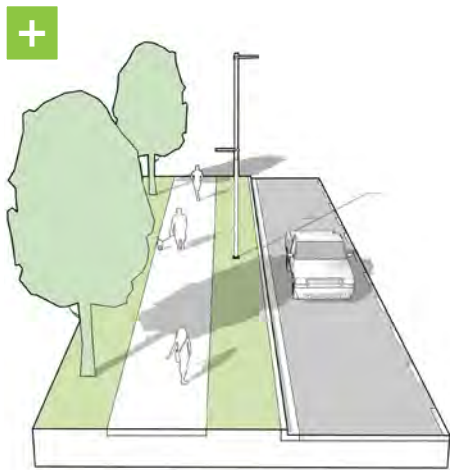


LANDSCAPE

Well-maintained landscaping is a standard requirement along any modern roadway, both within adjacent properties and along the public street. Without the softening effect that landscaping provides, the visual character of a streetscape can suffer - creating a harsh environment. Furthermore, a lack of landscaping often results in higher vehicular travel speeds, causing pedestrians and bicyclists to feel uncomfortable utilizing the roadway. Landscape options to enhance the corridor and make it more inviting to non-motorists include street trees, understory landscaping, landscaped medians, and turf buffers.



The existing right-of-way is limited, and with necessary sight distances regulations, the applicability of street trees along Cornhusker Highway is largely limited to the medians.



An additional six feet of right-of-way on each side of Cornhusker Highway could be acquired to accommodate the safe placement of street trees behind the sidewalk.

Street Trees

Trees within the streetscape soften the built environment, provide a vertical structure to the corridor, and act as a traffic calming strategy. Consistently placed and spaced street trees would positively impact the form and function of the corridor. Although street trees are recommended, due to existing sight triangle regulations for major, minor, and driveway intersections, their widest possible use is in the medians. With the current right-of-way allotments, street trees would present a safety issue due to these limited sight distances. As access is controlled, redevelopment occurs, driveways are consolidated, and additional right-of-way is acquired, street trees will be recommended as the present safety concerns will have been addressed. **Street trees between the edge of curb and sidewalk are the preferred location, but street trees behind the sidewalk are the most likely scenario** given the necessary six foot (6') clear zone required by the Nebraska Department of Transportation. Ultimately, the final determination of the location and spacing of street trees will need to occur during the specific design phases of the Cornhusker Highway streetscape.

Private Property Street Trees:

In addition to acquiring right-of-way to accommodate street trees, they could also be safely located on private property along Cornhusker Highway. As noted on the graphics on Figures 3.2-3.5 and 3.13-3.15, the current availability of right-of-way conflicts with existing safety guidelines on street trees. Given the importance of street trees for aesthetics purposes and the long term health of the corridor, street trees should be added wherever is safe. Private property provides an opportunity for street trees to be implemented without the city acquiring more right-of-way, which may accelerate the corridor's enhancement.

Understory Landscaping

Along Cornhusker Highway, understory landscaping is best implemented within landscaped beds and should be incorporated into the gateways and primary and secondary intersections. General guidelines for understory landscaping include the following:

- Understory landscaped beds should not block any signage or buildings in entirety.
- Landscaped beds should be situated around gateway monuments.
- Appropriate understory material includes ornamental tree groupings, combined with low evergreen and deciduous shrubs, colorful perennials, ornamental grasses, and attractive groundcovers.
- Perennials should be planted in the gateways and primary and secondary intersections providing a consistent source of color throughout the growing season.
- Understory landscaping should be irrigated by an automatic irrigation system that includes a rain shut-off device.
- Understory plant material should primarily be low-maintenance and drought tolerant.
- Landscape beds should be covered by a three-inch (3") layer of double ground oak or hardwood mulch of its natural color.

Landscaped Medians

To improve both the functionality, aesthetic, and level of safety along the corridor, landscaped medians should be installed. The opportunity to create green space in the middle of Cornhusker Highway's abundant roadway is invaluable. Special consideration should be given to sight triangles, ensuring adequate visibility at intersections and property access points for both motorists and pedestrians.



Wayfinding should be developed as complementary system, as illustrated above.



Wayfinding can use various materials to further the aesthetic.



The gateway monument above uses similar materials to what are being proposed for Cornhusker Highway, and integrates a logo.

Turf Buffers

For both aesthetic, safety, and environmental purposes, turf buffers should be installed between the curb and sidewalks wherever possible. The buffer should be wide enough to separate vehicles and pedestrians, as well as provide for snow storage and the placement of underground or aboveground utilities. Six feet (6') wide is the general recommendation. Street trees are not recommended for the turf buffers, but rather behind the sidewalk when the trees meet sight triangle regulations. Green buffers have the added benefit of providing natural drainage areas, reducing stormwater runoff while offering natural irrigation to landscape elements.

Landscape Irrigation

All turf and landscaped areas within the right-of-way turf buffers and medians should be irrigated by an automatic irrigation system to promote establishment of plant material, and provide for adequate watering during periods of drought. The installed system should consist of turf and shrub-level spray heads (in lieu of subsurface drip systems for ease of maintenance), include quick couplers for localized watering, and include a rain-sensing shut-off device to limit waste of potable water.

WAYFINDING

Wayfinding is a type of information system that provides pedestrians and motorists with navigation tips to help people understand where they are at and how they can get to their desired location. Wayfinding enhances a person's understanding and overall experience of the space they are in and the space to which they are traveling. In addition to providing orientation and navigation, wayfinding enhances the user experience by providing information on what attractions and services a place has to offer. Wayfinding can also be scaled in different ways to serve a variety of users, while also presenting itself in different forms depending on the desired interpretation.

The standard Lincoln wayfinding signage system should be implemented throughout the corridor, modified with Cornhusker Highway-specific branding on top of the signage.

General guidelines for wayfinding signage along Cornhusker Highway are as follows:

- Vehicular wayfinding should address local attractions, amenities, and places of significance.
- Pedestrian wayfinding should address walkable attractions and businesses along the corridor.
- Pedestrian-level kiosks or directories should be located at transit shelters or primary or secondary intersections.

BRANDING

Branding is a valuable tool for a corridor looking to establish or reestablish an identity within a community, and to maximize the development, redevelopment, and investment potential along the corridor. Cornhusker Highway's message should reflect both its history and its vision of a pedestrian- and bicyclist-friendly, modern urban roadway. Streetscape elements that may be designed to contribute to branding efforts include gateways, customized site furnishings, banners (affixed to street lights), wayfinding, and LED street signs.

To increase opportunities to integrate corridor branding into various streetscape elements, a corridor logo should be developed and finalized. The logo can then be integrated into elements such as site furnishings, banners, or LED street signs.

LANDSCAPE PREFERRED SELECTIONS

STREET TREES



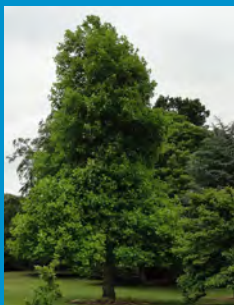
Autumn Blaze Red Maple



Green Mountain Sugar Maple



Princeton Sentry Ginkgo



Tulip Tree



Littleleaf Linden



Shademaster Thornless Honeylocust

SHADE TREES



Paperbark Maple



Shantung Maple



Shagbark Hickory



Turkish Filbert



Chinkapin Oak



Allee Elm

ORNAMENTAL TREES



Autumn Brilliance Serviceberry



Eastern Redbud



Prairiefire Crabapple



Royal Raindrop Crabapple



Sargent Crabapple



Ivory Silk Japanese Tree Lilac

DECIDUOUS SHRUBS



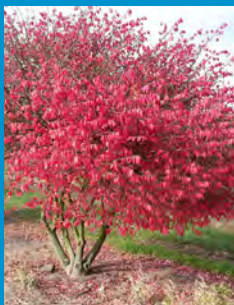
Black Knight Butterfly Bush



Dwarf Witch Hazel



Koreanspice Viburnum



Burning Bush



Ivory Halo Dogwood



Little Goblin Winterberry Holly

LANDSCAPE PREFERRED SELECTIONS (CONTINUED)

EVERGREEN SHRUBS



Old Gold Chinese Juniper



Sea Green Chinese Juniper



Hughes Juniper



Hicks Yew



Dense Spreading Yew



Japanese Yew

ORNAMENTAL GRASSES



Heavy Metal Switchgrass



Morning Light Maiden Grass



Autumn Moor Grass



Prairie Dropseed



Dwarf Hamelin Grass



The Blues Little Bluestem

PERENNIALS



Paprika Common Yarrow



Snowdrop Anemone



Fireworks Goldenrod



Enchanted Indigo Spedwell



Gardenview Scarlet Beebalm



Goatsbeard

GROUNDCOVER



Wintercreeper



Varigated Wintercreeper



Liriope



Japanese Spurge



Emerald Blue Moss Phlox



Bath's Pink Cheddar Pink

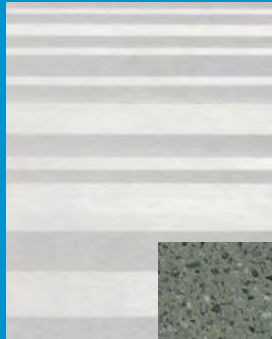
HARDSCAPE PREFERRED SELECTIONS

Pedestrian pavement material within the corridor should consist primarily of gray concrete, allowing for relatively easy and inexpensive upkeep. Generally, more decorative treatments should occur in high activity areas of the public streetscape. Gateways, primary and secondary intersections, and any pedestrian gathering areas should use an enhanced hardscape treatment, like colored concrete or decorative pavers. Such applications provide visual interest by introducing color in the ground plane and defining areas of importance. Recommended hardscape selections are featured below and noted with material types, finish, and color details.

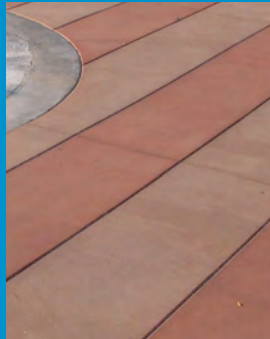
CONCRETE



Standard Concrete
Standard Gray, Broom Swept



Specialty Concrete
Bomanite EX-RV-081314-05,
Sandblast Exposed Aggregate



Specialty Colored Concrete
Beige and Red Brick, Broom
Swept with Saw Cut Joints

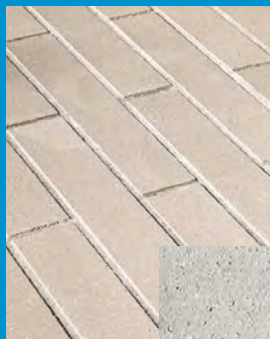
PAVERS



Techo-Bloc Victorien
60 mm Red Black



Pavestone Citylock
Antique Pewter, 4" x 12"



Techo-Bloc Industria
Greyed Nickel, Linear Pattern



Techo-Bloc Linea
Shale Grey, Small Rectangles



Pavestone Citylock
Antique Red, 4" x 12"

WALLS, FENCING, SCREENS, AND STRUCTURES



Stacked Limestone Slabs
Rough



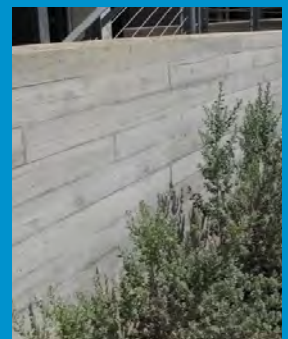
Corten Steel Panels



**Precast Concrete with
Corten Accents**



Corten Steel Panels



Concrete
Standard Grey, Board Form

LIGHTING

Effective lighting increases the safety of a corridor, but can also define the characteristic of a streetscape. Lighting can come in many different sizes and forms. Current street lighting along Cornhusker Highway is suitable for a corridor of its type, but where there are sidewalks, pedestrian lighting is non-existent. Future streetscape efforts should include the installation of pedestrian-scaled lights, accent lighting, and LED illuminated street signs that complement the proposed site furnishings, establish a modern aesthetic, and correspond with corridor branding efforts.

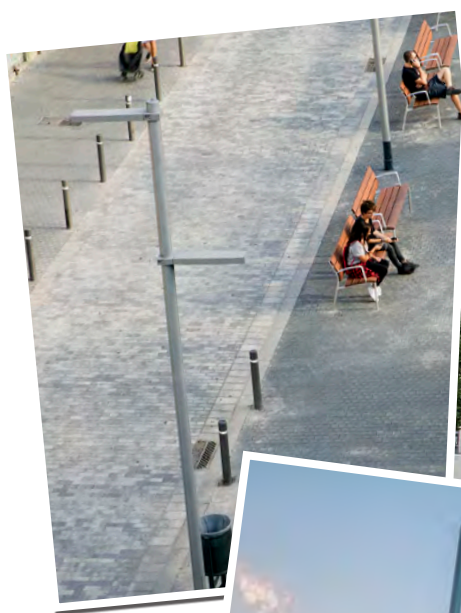
As general guidance, high-efficiency LED lighting should be used along Cornhusker Highway to reduce energy use and replacement and maintenance expenses.

Street Lights

Current street lights along Cornhusker Highway have low visual appeal, but would not detract from other streetscape enhancements. The street lights do not draw attention. They should continue to be utilized, but opportunity exists to enhance the poles. For example, branded and perhaps seasonal banners should be installed on the street light poles.

Pedestrian Lights

Lighting along Cornhusker Highway should be pedestrian-scaled such that people feel safe walking during the evening and nighttime hours. Pedestrian-lighting also makes people more visible to passing vehicular traffic, adding another safety measure. This type of lighting is closer to the ground (typically no taller than sixteen feet [16']) and should be placed in a way that it provides an even distribution of light along a sidewalk or enhanced pedestrian facility. For coloring, white light, rather than a yellow light, is more inviting to pedestrians and should be used. Pedestrian lighting should be located throughout the corridor, but concentrated near gateways and primary and secondary intersections.



▲
Rama in
Titanium by
Landscape
Forms



▲
Minislot Disk in Custom
Color by Sisternalux



◀
Linea in Dark Bronze
by Hess

Accent Lighting

This type of lighting focuses light on a particular area or object, often highlighting public art, landscaping, monuments, signage, or other noteworthy objects through uplighting or accentual lighting. There are no accent lights along the corridor presently. As streetscape enhancements are constructed, accent lighting will become more important and transformational.

Any light directed at an element should be aimed and controlled so that the directed light is substantially confined to the object intending to be illuminated. Metal halide and high-pressure sodium lighting should be avoided.

Bollard lighting is also encouraged within the public right-of-way at appropriate locations, such as crosswalks or pedestrian gathering/seating areas.

LED Illuminated Street Signs

LED illuminated street signs provide additional visibility during nighttime or low visibility conditions for pedestrians and motorists. These signs can be double sided which enhances navigation, as well. The LED option also reduces energy consumption, lessening the environmental impact.

These street signs should be used along Cornhusker Highway to further brand the corridor. Such street signs permit easy customization possibilities, such as logo integration.

For Cornhusker Highway, LED illuminated street signs should have clean profile and be wide and tall enough to effectively incorporate a corridor logo.

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Character images for private development adjacent to Cornhusker Highway



Section 4 **NEXT STEPS**

With a detailed, yet conceptual, streetscape guidance plan in place, the vision for Cornhusker Highway is clear. Section 3 Cornhusker Highway Enhancement Plan provides an overview of the streetscape plan, but also describes specific elements of the streetscape that will work together to improve the aesthetic and function of the corridor. This corridor enhancement planning process was the critical first step to guide public investment along Cornhusker Highway. The effort must not stop here. Section 4 Next Steps outlines what other steps the City of Lincoln should take to continue planning for, and eventually constructing, improvements to the highway corridor. This section also emphasizes the importance of developing clear development guidelines for private properties adjacent to the Cornhusker Highway corridor, as recommended in the North 33rd and Cornhusker Subarea Plan. Strong support and clear guidance on the direction and recommended content for the design guidelines is provided within this section.

STREETSCAPE DESIGN

The vision has been cast. Cornhusker Highway's eventual streetscape design should build upon the enhancement recommendations and strategies outlined in this CEP so that a consistent character is established. To advance to the pre-construction phase, a detailed design process must take place, with the result being construction documents for the entire Cornhusker Highway corridor.

Maintenance and Sustainability Plan

Alongside a formal design process and construction documents, a streetscape maintenance plan should be developed. Streetscape enhancements are a poor investment without a proper maintenance plan and funding in place. It is recommended that an appropriate maintenance and sustainability plan be developed, funded, and executed to ensure the public improvements provide long-term benefits and to maintain and secure investor and developer confidence in the surrounding private property.

First, the plan should clearly define the various involved organizations' roles and responsibilities as it relates to maintenance activities and supplies and funding for that maintenance.

Second, the plan should provide targeted and manageable strategies for the following:

- Irrigation, using drip irrigation systems with rain sensors, and maintenance of street trees and understory, drought-tolerant landscape material;
- Regular mowing, weeding, and fertilizing of understory landscape beds and groundcover;
- Regularly scheduled cleaning of gateways and public plazas;
- Regular rotation and replacement of streetlight banners (if installed);
- Repair or restoration of all public art sculptures, sculpture bases, murals, screens, or other installations;
- Repair or replacement of damaged site furnishings and amenities;
- Repair or replacement of damaged sidewalks;
- Emptying of trash and recycling receptacles;
- Clearing of outdated marketing materials from informational kiosks or other posting areas;
- Collection of other trash and debris; and
- Removal of graffiti.

The role that ongoing maintenance will play in the long-term success of the Cornhusker Highway corridor should not be undervalued, or an after thought. No matter how impressive the public improvements may initially be, their impact will fade without a comprehensive approach to maintenance.



Images to further illustrate the envisioned future look and feel of the Cornhusker Highway corridor and elements that could be considered during streetscape design phases

DESIGN GUIDELINES

The CEP lays the foundation of what is envisioned for the Cornhusker Highway corridor within the public right-of-way, but **complete corridor transformation must also include adjacent private property improvements.**

This is a key difference between this enhancement plan and design guidelines: the CEP addresses public right-of-way improvements, whereas design guidelines provide guidance on private property. To truly transform the corridor into the thoroughfare it is desired to be, a robust set of private property design guidelines is necessary. As such, it is recommended that the City of Lincoln develop and adopt Cornhusker Highway Design Guidelines, as stated in the North 33rd and Cornhusker Subarea Plan. The CEP is a critical precursor to the proposed design guidelines, as public investment often directs private investment.

Design guidelines are a set of detailed recommendations addressing a variety of topics that contribute to the overall look and feel of an area. They can be detailed and numerical (though these are considered design *standards*), or advisory in nature. It is recommended that the developed design guidelines strike a balance of the two. Though, it is important to infuse flexibility into the guidelines so that businesses and property owners can establish their personal brands, while maintaining the high level of expected quality along the corridor. Design guidelines are not meant to restrict development. The design guidelines will be communicated with the development community and property owners prior to developing preliminary development or redevelopment plans so that they can align their plans with the design expectations, saving time and money.

The Lincoln Municipal Code provides quantitative standards in the form of zoning regulations that outline the basic shape of development along Cornhusker Highway. These standards are generally numerical and offer a high level of predictability. The design guidelines should build upon the code to address more detailed design considerations to achieve an elevated level of quality. While some quantitative standards may be set forth in the design guidelines, they are intended to provide more flexibility than the code, without the same level of predictability.

Overall, design guidelines are *critical* to the future success and revitalization of Cornhusker Highway because appearance matters to the success of corridors. Addressing and rectifying visible signs of physical degradation and less-than-adequate architectural character and site design is key and serves as the starting point for Cornhusker Highway's successful revitalization. Design guidelines will safeguard the city's investment in the streetscape, add to the overall character and quality of the corridor, and enhance the longevity and health of the corridor.

Design guidelines would build upon the streetscape plan presented in this CEP, while exploring guidelines for topics not covered in this document. Three specific sections must be included in the design guidelines, including private property building design, site design, and signage design. Specific guidelines for mixed use node developments (as described in the North 33rd and Cornhusker Subarea Plan) should also be developed. The following subsections detail the topics that must be included within the design guidelines. The value and importance of each subtopic (such as building setbacks, site and parking lot edge landscaping, etc.) is provided.

Building Design

This section within the design guidelines should acknowledge that building design is a defining and critical factor of placemaking and corridor enhancement. Clear guidance on building design should cover building orientation, materials, and amenities that must be incorporated into structures along the corridor, while still allowing flexibility for individual businesses to define their brand. When incorporating defining architectural features and layouts that are accessible, patrons are more naturally welcomed in, creating a pedestrian friendly environment along Cornhusker Highway.

As the quality of the built environment improves, both in materials used and architectural design, the perception of Cornhusker Highway will benefit and private investment from developers and property owners will increase. Guidance on building design should also encourage environmentally sensitive building design to conserve energy and reduce negative impacts on nearby natural features.

To effectively guide quality building improvements, for both new construction, redevelopment, and façade improvements, the following subsections should be included in the Building Design section of the design guidelines.

Building Setbacks and Orientation:

Building setbacks are an integral tool in realizing the desired visual density of a corridor. The way a building is situated and how near or far it is away from the street or sidewalk, dictates how a person walking or driving by feels. If the building is oriented with the main entry on the side of the building instead of the front, entering is unintuitive. Further, buildings set back significantly from the street or sidewalk do not actively invite in passersby.

The design guidelines should focus on minimizing building setbacks where appropriate and siting buildings so that entries are highly visible are ways to create a pedestrian-friendly environment and appealing corridor. Often, this means that parking should be located at the rear or side of the building.

While setbacks dictate the allowable space along the front and sides of a building, site orientation defines the building's orientation on the lot. Building development spatially defines public spaces (streets and sidewalks), and how a building faces these spaces is a primary factor in its contribution to the corridor's character. Orienting a building in a way that maximizes its appealing factors - display windows, architectural detailing, and welcoming entrances - while minimizing the unattractive (but necessary) components, like loading facilities and trash enclosures, greatly contributes to its curb appeal.

It is important that all buildings along Cornhusker Highway be attractive at both the vehicular and pedestrian scale. Incorporating covered walkways, arcades, and other pedestrian amenities, especially for establishments that face the corridor and/or are visible from the public right-of-way, greatly enhance the pedestrian feel. In addition to these features, building density is key to maximizing developable space along the corridor while allowing for an interactive and visually appealing experience for those walking or driving on Cornhusker Highway.

Façades and Roofs:

To add visual interest to the built form along Cornhusker Highway, façade and roof articulation is necessary. The design guidelines should provide direction on building articulation, which could include vertical or horizontal changes in material, texture, or wall plane that influence the perceived building scale, with flat, pitched, or gable roof options. Rooflines should complement the overall design and architecture of the building, with the façade following the detail of the roofline. Unique architectural character is appealing to those driving or walking by, encouraging interaction with the built environment instead of driving by without noticing the surrounding features.

Building Transparency:

Transparent storefronts along a corridor provide a form of natural surveillance of the streets and sidewalks for business owners while inviting pedestrians to enter. The design guidelines should encourage this heightened transparency. Display windows and transparent doors increase street front visibility by providing a look into what the establishment has to offer. Although building transparency would largely benefit retail and service businesses, professional offices would gain from the increased levels of natural lighting, as well as the visual connection between the sidewalk and interior.

Entries:

Building entries play an important role in any pedestrian-oriented development. Often, the most intricate architectural details are concentrated around the entrance to invite people inside. Incorporating certain entry strategies would make store fronts and businesses more welcoming, as well as increase the visual quality of building entries. This design strategy is yet another way to draw people in, serving a dual purpose of aesthetically enhancing buildings along the corridor while increasing economic potential.

Awnings and Canopies:

When properly designed, awnings and canopies introduce interesting detail and character while providing necessary protection to pedestrians from sun and inclement weather. A goal of awnings and canopies is to offer both quality and function. This can be achieved by integrating them into the overall façade design while ensuring they do not mask any key features of the building or block visibility of storefront windows, and constructing them of durable materials that visually complement the built environment. By integrating the style of other enhancements along the corridor into the awnings and canopies, a cohesive look and feel will be created as people drive or walk, which is an integral component of the Cornhusker Highway branding.

Equipment and Utility Screening:

Buildings require equipment and utilities that are not always possible to make attractive or visually appealing. To combat this, screening and strategic placement can be utilized to reduce their visibility along the corridor such that they do not detract from the aesthetics of Cornhusker Highway. Items that should be located at the rear of a building and/or completely screened from public view through landscaping or decorative masonry materials include:

- Outdoor storage
- Loading docks
- Back-up power generators
- Ground-mounted HVAC equipment
- Chillers
- Solar equipment
- Towers
- Satellite dishes
- Trash, grease, and recycling containers
- Utility-related infrastructure, including utility meters and any conduits, pipes, cables, or roof access ladders



FUTURE PRIVATE DEVELOPMENT CHARACTER IMAGES

Exterior Building Lighting:

Lighting provides necessary visibility for patrons while highlighting functional or aesthetic elements of a building, including entryways, windows, signage, sidewalks, crosswalks, or other architectural site features. Strategic lighting can deter criminal activity to increase the perception and reality of pedestrian safety. Generally, exterior building lighting should focus on what its subject is versus the light fixture itself. Adding strategic exterior lighting to buildings along Cornhusker Highway will make the corridor inviting at all hours of the day, increasing the number of people who are regularly interacting with the establishments.

Drive-Throughs:

Due to the nature of Cornhusker Highway, the design guidelines must provide direction on the design and placement of drive-throughs. Several business types along Cornhusker Highway, such as fast food establishments, coffee shops, and banks, require drive-throughs for ease of access and efficiency. Where this type of vehicular entry and exit is necessary, sites should be designed such that the drive-through lanes and pickup windows are not featured along the front of the corridor. Where possible, the use of shared and side street access drives is an ideal location for these facilities to reduce both demand for access along the corridor, as well as limiting main frontage visibility.

Drive-throughs should always be designed with pedestrian safety in mind, as well. Drive-throughs should be integrated stylistically and functionally as best as possible with the aesthetics of the corridor such that they are not eyesores, but rather add to the character of Cornhusker Highway.

Site Design

This section should acknowledge that site design can have a strong positive or negative impact on the visual aesthetic and function of a corridor. The shape and scale of the Cornhusker Highway corridor is largely dependent on the placement and orientation of structures within a site - a factor of both building and site design. Clear guidance on site design should direct site layouts, materials, accessibility, amenities, landscaping, and lighting.

Private property site design is important to the enhancement of a corridor as the site is what first interacts with the streetscape. The design of a site can cause issues within the public realm; for example, multiple access drives between a site and the roadway can cause congestion and multiple vehicular-pedestrian conflict points. On a positive note, proper and modern site design can increase the walkability of a corridor as well, if pedestrian amenities and accessibility are integrated into sites.

To effectively guide modern site design, for both new developments, redevelopments, and site enhancements, the following subsections should be included in the Site Design section of the design guidelines.

Access, Circulation, and Parking Lots:

Multiple factors must be considered in the guidelines for site access, circulation, and parking lot design, including:

- Vehicular access and circulation
- Pedestrian access and circulation
- Bicycle accommodation
- Transit connections
- Parking lot design and stalls

To promote a seamless pedestrian, bicyclist, and vehicular experience along Cornhusker Highway, the number of access drives must be considered. The driveways create conflict between all modes, work against the pedestrian-oriented atmosphere, and inhibit the implementation of consistent streetscape enhancements.

The design guidelines should control the number of allowable access drives per property and encourage shared access between neighboring properties for safety and traffic flow purposes.

To welcome pedestrians, bicyclists, and transit users on site, clear facilities supporting those modes (such as highly visible crosswalks, sidewalk connections to transit stops, bicycle parking, etc.) should be considered.

Parking lot design and placement is also a critical factor when designing modern commercial sites. Poor parking lot design can lead to multiple vehicular-pedestrian conflict points and “seas of asphalt” that detract from streetscape enhancements. Parking lot placement (at the front, side, or back of a building) and building orientation and setback must work together to create an attractive pedestrian environment. The guidelines must address the placement of parking lots, but also the building blocks of parking lots, including curbed landscaped islands, parking stalls, edge landscaping and screening, and pedestrian walkways and crosswalks.

Site and Parking Lot Edge Landscaping:

Landscaping provides much needed form and function, as it can be a source of shade, a way to highlight building entries, introduce color, soften the built environment, and incorporate stormwater management best practices. Multiple factors must be considered in the guidelines for site landscaping, including:

- Street trees
- Edge and internal parking lot landscaping
- Screening of adjacent residential uses
- Internal plazas and open space
- Building and site entrances
- Landscape palette
- Proper irrigation and maintenance

Edge landscaping offers an opportunity for street trees to be implemented without the city acquiring more right-of-way, which may accelerate the corridor's enhancement. Understory landscaping within edge landscaped beds can also screen swaths of concrete and carry the level and design of landscaping streetscape enhancements outside of the public realm. Edge landscaping guidelines must also be detailed for the purposes of screening adjacent residential uses to safeguard against adverse impacts of the dissimilar, adjoining uses.

Additional landscaping on site, whether within internal parking lot landscaping (via landscaped parking islands), plazas, or open space, must also be directed within the design guidelines to ensure a wide range of types, sizes, and textures of landscape material. Landscaping can also highlight building entries, frame views, and soften structural features if located near the building.

Pedestrian Amenities and Site Furnishings:

Pedestrian amenities and site furnishings must be directed in the design guidelines to ensure pedestrian feel comfortable and valued on sites within the corridor. Such furnishings encourage visitors to relax and enjoy their surroundings. These furnishings should include benches, trash and recycling receptacles, bicycle racks, planters, and more. Design and placement of these furnishings should be guided so as to not conflict with the aesthetic of the public streetscape furnishings.

Site Lighting:

Lighting on site, including pedestrian and specialty lighting and parking lot lighting, provides a feeling of safety and security for site visitors, but can also accent the decorative or prominent features of a site. The design and placement of these light fixtures should be guided to prevent light spillage and such that the sites' fixtures complement those within the public right-of-way.

Signage Design

This section should acknowledge that cluttered and dated signage is negatively affecting the appearance and perception of the Cornhusker Highway Corridor. Lower profile, high quality signage that is integrated with landscaping is another critical aspect of an improved streetscape. Therefore, this section of the design guidelines should outline the design, size, character, and placement of all private property exterior sign types along the corridor to ensure the signage works together to indicate a high standard of development quality.

In general, monument signs should be recommended as they do not clutter the streetscape like pole and pylon signs. The number of signs per lot should also be limited to decrease visual and physical clutter along the streetscape. Finally, the quality and character of the signage should be carefully guided so that it continues the theme and standard set in the streetscape enhancements, but also allows the necessary flexibility for business and property owners in defining their personal brands.

To effectively guide meaningful signage improvements, the signage along Cornhusker Highway should be categorized differently than it is in the city's sign regulations. The following subsections should be included in the Signage Design section of the design guidelines.

Single Tenant Monument Signs:

Single tenant monument signs should be considered as a category within the design guidelines. Such signs should be permitted as a way to provide adequate signage for single tenant businesses, but their height must be limited and character directed. It is recommended to allow a slightly taller sign for those single tenant businesses with lot sizes over a certain threshold.

Multi-Tenant Monument Signs:

Multi-tenant monument signs should be considered as a category within the design guidelines. Such signs should be permitted as a way to provide adequate signage for multi-tenant properties, without having more than one sign per lot frontage. Multi-tenant monument signs' height must be limited and character directed. This sign type should be allowed to be both slightly wider and taller than the single tenant monument signs. It is recommended to allow a minimally taller sign for those multi-tenant businesses with lot sizes over a certain threshold.

Single Tenant Wall Signs:

Single tenant wall signs should be considered as a category within the design guidelines. Such signs should be permitted as a way to provide properly sized and lit signage for single tenant businesses. To provide flexibility for tenants, the size of wall signs should be capped at an agreed upon percentage of the total building front façade area.

Multi-Tenant Wall Signs:

Multi-tenant walls signs should be considered as a category within the design guidelines. Such signs should be permitted as a way to provide properly sized and lit signage for multi-tenant businesses. To provide flexibility for tenants, the size of each tenants' wall signs should be capped at an agreed upon percentage of the total building front façade area.

Concluding Thoughts

The design guidelines could be advisory in nature, used by city planning staff members as an evaluation tool during development review to encourage applicants to reference and apply them during their design process. These design guidelines can also be adopted by the city so that improvements to private properties along Cornhusker Highway are required to match the level of expected quality. The CEP takes the first step in this process and lays the groundwork for design guidelines such that the Cornhusker Highway corridor can truly reach its potential. **The city must now develop and implement detailed design guidelines that further the reach of the public right-of-way enhancements and allow the Cornhusker Highway corridor to be truly transformed into the modern gateway thoroughfare it is envisioned to be.**





CORNHUSKER HIGHWAY

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